6.0 ENVIRONMENTAL ANALYSIS

6.0.1 ENVIRONMENTAL ANALYSIS

This section discusses the possible environmental effects of the proposed project for the specific issue areas that were identified through the Initial Study process as having the potential to experience significant impacts.

"Significant effect" is defined by the *California Environmental Quality Act (CEQA) Guidelines* as "a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance. An economic or social change by itself shall not be considered a significant effect on the environment, but may be considered in determining whether the physical change is significant."[1]

The assessment of each issue area begins with an italicized introduction that summarizes the environmental effects considered for that issue area. This is followed by the setting and impact analysis. Within the impact analysis, the first subsection identifies the methodologies used and the "significance thresholds," which are those criteria adopted by the City, other agencies, universally recognized, or developed specifically for this analysis to determine whether potential effects are significant. The next subsection describes each impact of the proposed project, mitigation measures for significant impacts, and the level of significance after mitigation. Each effect under consideration for an issue area is separately listed in bold text, with the discussion of the effect and its significance following. Each bolded impact also contains a statement of the significance determination for the environmental impact as follows:

> *Class I. Significant and Unavoidable: An impact that cannot be reduced to below the significance threshold level with implementation of reasonably available and feasible mitigation measures. Such an impact requires a Statement of Overriding Considerations to be issued if the project is approved per §15093 of the* State CEQA Guidelines.
>
> *Class II. Significant but Mitigable: An impact that can be reduced to below the significance threshold level with implementation of reasonably available and feasible mitigation measures. Such an impact requires findings to be made under §15091 of the* State CEQA Guidelines.
>
> *Class III. Not Significant: An impact that may be adverse, but does not exceed the significance threshold levels and does not require mitigation measures. However, mitigation measures that could further lessen the environmental effect may be suggested if readily available and easily achievable.*
>
> *Class IV. Beneficial: An effect that would reduce existing environmental problems or hazards.*

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1 California Code of Regulations, Title 14, Division 6, Chapter 3, *State CEQA Guidelines*, Section 15382.

Following each environmental effect discussion is a listing of recommended mitigation measures (if required) and the residual effects or level of significance remaining after the implementation of the measures. In those cases where the mitigation measure for an impact could have a significant environmental impact in another issue area, that impact is discussed as a residual effect. The impact analysis concludes with a discussion of cumulative effects, which evaluates the impacts associated with the proposed project in conjunction with other future development in the area.

6.0.2 POLICY CONSISTENCY

By state law, a specific plan must be consistent with the general plan to be valid. That is, none of its proposed policies can conflict. Each of the issues analyzed have been evaluated to assess the consistency of the specific plan with the applicable policies of the general plan.

6.1 AESTHETICS

SUMMARY

The proposed Downtown Specific Plan / Uptown & Town Centre (Uptown/Town Centre Specific Plan) *provides guidelines for new development within an area characterized by existing urban development. The* Uptown/Town Centre Specific Plan *Development Code contains a zoning plan designed to ensure that new development is compatible with existing uses and reflects the historical character of the neighborhoods within the specific plan area.*

Aesthetic resources within the specific plan area consist primarily of identified gateways to the City and primary viewing corridors. The Salinas River at the specific plan area's eastern border is also an identified scenic landmark. Development under the specific plan would require future development in the specific plan area to meet stringent architectural standards, which would ensure that the specific plan area retains its historical character. The Uptown/Town Centre Specific Plan allows primarily one- and two-story development, which would preserve views of scenic ridgelines to the east and west of the specific plan area. In areas characterized by a higher intensity of commercial uses and larger structures, the Uptown/Town Centre Specific Plan would permit structures up to four stories and 55 feet high. Such structures would be unlikely to obscure existing views.

Views of the specific plan area from locations both inside and outside its boundaries would be protected by the specific plan's architectural standards, which are designed to maintain the existing character of the area's neighborhood, or, where possible, to improve it. Finally, as the specific plan area is characterized by existing urban development, light and glare generated be existing uses would be comparable to the light and glare generated by new development. Impacts would be less than significant (Class III).

6.1.1 EXISTING CONDITIONS

The Conservation Element Appendix of the *City of El Paso de Robles General Plan* (*Paso Robles General Plan*)[1] describes the visual character of the Paso Robles area as a combination of a natural and built environment. In some locations, the rural fringes of the community are intact visually as a natural or agricultural countryside. In other areas, the natural or agricultural landscape has been transitioning from predominantly ranchlands to an increasing number of vineyards and related winery operations and residential development. Some industrial and other urban uses are found near the primary urban gateways, particularly when entering the City on Highway 46 from the east and Highway 101 from the south.

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1 City of Paso Robles, *City of Paso de Robles General Plan*, "Conservation Element Appendix," (2003) C-16–C-17.

In general, the City's topography varies from relatively flat, low-lying floodplains to rolling hills to steeply sloping foothills of the Santa Lucia Range to the west. On both sides of the Salinas River the terrain varies from gently rolling hills with oak savanna and open grassland to steeper hills of dense oak woodland. Oak woodlands are a prominent unifying feature throughout the City. The presence of substantial urban development has allowed many areas to retain a rural character, providing a visual contrast to the urban centers located along Highway 101.

The more level terraces within the Salinas River floodplain are generally under cultivation. Agriculture provides a working landscape with rural development such as houses, barns, and warehouses.

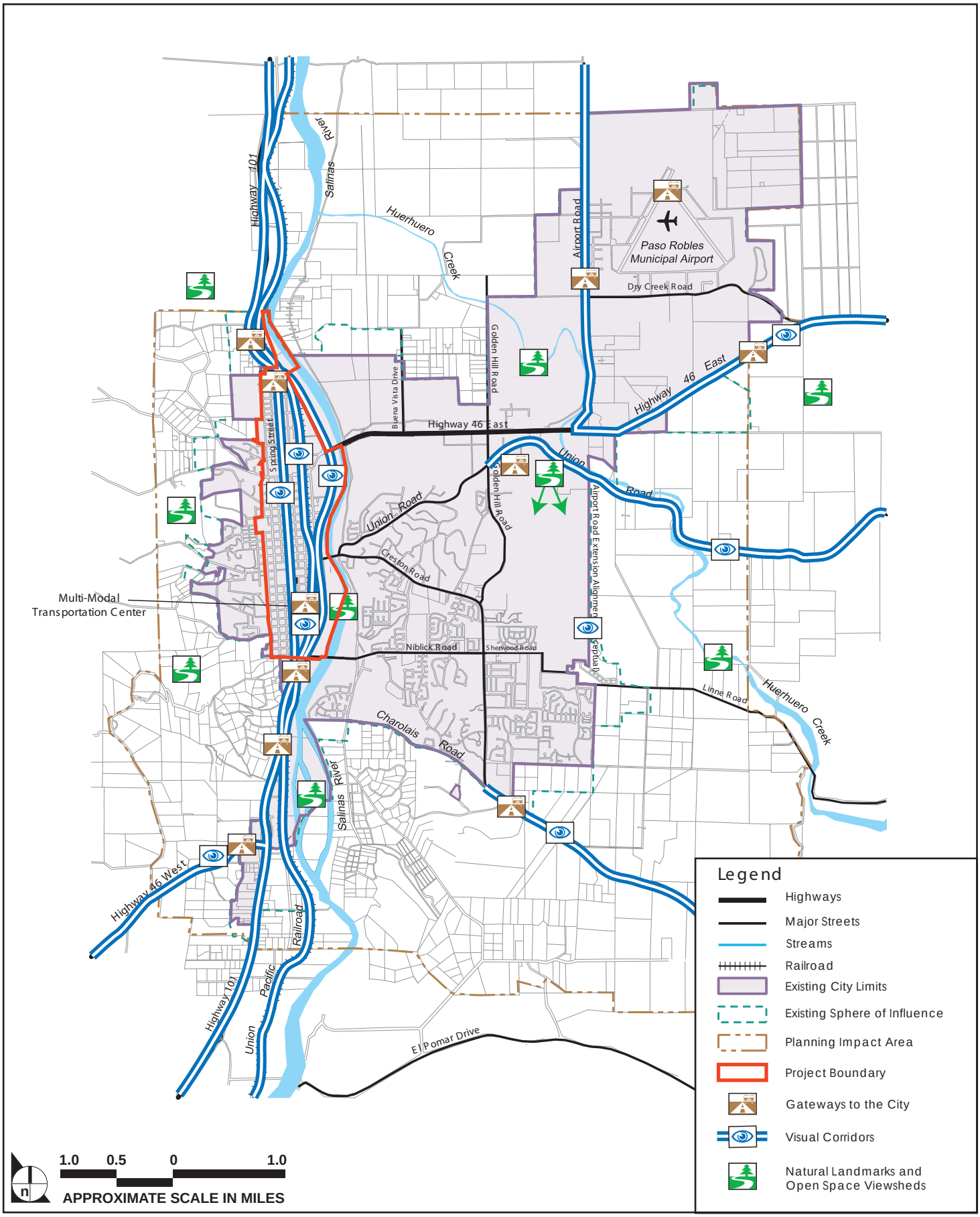
Typical architectural styles often connect to historical settlements in northern San Luis Obispo County. Spanish mission, craftsman, Victorian, ranch, and western styles of architecture are prevalent and reflect the region's historic link with farming, ranching, and development patterns established since the 1880s.

Development within the City exhibits a small-town character, especially west of Highway 101 in the older portion of the community. Rectilinear streets and a traditional development pattern centered on a downtown core provide the framework for established residential communities, some of which have well-established landscaping, including large oak trees. The district centered on Vine Street is informally considered one of the more attractive older communities within the County, and is unified by many Victorian era homes, semi-formal streetscape and landscape treatments, and a mix of land uses. The visual cohesiveness of the urban community west of Highway 101 transitions to a more suburban environment east of Highway 101. Typically, urban development anywhere in the City abruptly gives way to surrounding rural areas, creating an informal urban edge that gives the City some visual definition.

6.1.1.1 Important Visual Resources

The *Paso Robles General Plan* Conservation Element identifies important visual resources in three general categories: gateways to the City, visual corridors, and natural landmarks and open space viewsheds.[2] **Figure 6.1-1, Important Visual Resources**, shows the locations of these resources.

2 City of Paso Robles, *General Plan*, "Conservation Element" (2003).



SOURCE: City of El Paso de Robles – 2003, Rincon Consultants,Inc., – 2003, Impact Sciences, Inc. – September 2009

FIGURE **6.1-1**

Important Visual Resources

970-002•09/09

Gateways to the City

The following locations identified in the Conservation Element as gateways to the City of Paso Robles are located within or adjacent to the specific plan area:[3]

- Spring Street north of 36th Street
- Spring Street south of 1st Street
- Highway 101 north of the City between Mustard Creek and Spring Street
- Highway 101 south of the City between State Route 46 West and Spring Street
- Paso Robles Multi-Modal Transportation Center
- Creston Road beginning east of Beechwood Drive to Charolais Road

The following locations identified in the Conservation Element as gateways to the City of Paso Robles are located beyond the specific plan area:

- State Route 46 East between Jardine Road and Airport Road
- State Route 46 West between Arbor Road and Highway 101
- Airport Road
- Union Road
- Paso Robles Municipal Airport

These gateway locations are indicated in **Figure 6.1-1**.

Primary Viewing Corridors

The Conservation Element Appendix to the general plan identifies seven primary viewing corridors within the City, four of which are entirely or partially located within the specific plan area.[4] These primary viewing corridors are travel corridors that provide regional access, function as gateways to the City, or connect areas within the City. Identified primary viewing corridors are indicated in **Figure 6.1-1**.

- The following locations identified in the Conservation Element as primary viewing corridors are located within or partially within the specific plan area: **U.S. Highway 101**: Highway 101 is the major public viewing corridor traversing the City in a north-south direction. Within the City, Highway 101

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3 City of Paso Robles, *General Plan*, "Conservation Element," (2003) C-6.

4 City of Paso Robles, *General Plan*, "Conservation Element Appendix," (2003) C-17–C-18.

runs parallel to the Salinas River with foreground views to the east of the natural landscape within the riverbed and background view of predominantly commercial and residential development. To the west, background views of oak woodland are partially obstructed by foreground views of urban development.

- **Spring Street:** Spring Street is the primary roadway that leads to the gateway of the City from both the north and the south. To the west are views of tree-lined streets in the foreground with hills covered with oak vegetation in the background. The street extends through the heart of the historic downtown.

- **Union Pacific Rail Corridor:** Currently, the existing rail line is used for both freight and interstate passenger service. The rail line parallels the west side of the Salinas River where views of native vegetation and open space are prevalent, while urban views within the community include residential and industrial operations.

- **Niblick Road:** Niblick Road links the historic downtown with the newer commercial area of the City to the east. Recently Niblick Bridge was widened to improve traffic flow along this high traveled roadway linking Highway 101 to a number of chain stores and restaurants. West of Highway 101 provides views of the older residential areas of the City before it extends well beyond the City limits to vineyards of the Paso Robles area.

The following locations identified in the Conservation Element as primary viewing corridors are located beyond the specific plan area:

- **State Route 46:** State Route 46 is the primary route linking Paso Robles with the San Joaquin Valley to the east and the Pacific Ocean to the west. Within the City, the highway is divided into two segments: Highway 46 West (located in southern portion of the City), and Highway 46 East (located in the northern portion of the City). Travelers entering the City from the east along this route have views of rolling hills and vineyards as they approach the City. From the west, there are scenic views of the rolling hills covered with oak trees and vineyards.

- **Union Road:** Union Road is one of the major roadways linking the east-side of Paso Robles (east of the Salinas River) to the historic downtown. Traveling east, the street winds in an up hill direction linking residential neighborhoods, offices, and the new Barney Schwartz Park. The roadway extends east outside the City limits.

- **Creston Road:** Creston Road is the most important east-west corridor that serves as a primary gateway to the City from the east. It is the major through access for travelers entering downtown via the 13th Street bridge. The roadway transitions visually from views of oak woodlands and open grassland east of the City, to newer suburban residential development to Golden Hill Road, then through older mixed commercial/residential areas before joining with the 13th Street bridge.

Viewing corridors that do not pass through or otherwise connect to the specific plan area may still offer views of the specific plan area.

Natural Landmarks and Open Space Viewsheds

The following natural landmarks and open space viewsheds identified in the Conservation Element of the *Paso Robles General Plan* are located within the specific plan area:[5]

- Salinas River

The following locations identified in the Conservation Element as natural landmarks and open space viewsheds are located beyond the specific plan area:

- Field at north end of Ramada Drive between the Salinas River and the Union Pacific Rail Corridor
- Huerhuero Creek
- Oak-covered hillsides
- East side creeks and riparian corridors (Turtle/Oak Creek and five unnamed creeks)
- View from Barney Schwartz Park southwest and into the Chandler Ranch area

The locations of identified natural landmarks and open space viewsheds are indicated in **Figure 6.1-1**.

Prominent Ridgelines

The Conservation Element of the *Paso Robles General Plan* identifies the following prominent ridgelines within and near the City:[6]

- Ridgeline west of the City (Santa Lucia Range)
- Eastside Ridgeline
- Huerhuero Creek Ridge
- Charolais Road Ridge
- South River Road Ridge
- South River/Near Spring Road Ridge

None of the identified prominent ridgelines are located within the specific plan area. However, the ridgeline west of the City and the eastside ridgeline are adjacent to and visible from some locations

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5 City of Paso Robles, *General Plan*, "Conservation Element," (2003) C-6.

6 City of Paso Robles, *General Plan*, "Conservation Element," Figure C-4.

within the specific plan area. The locations of identified prominent ridgelines are indicated in **Figure 6.1-2, Prominent Ridgelines**.

6.1.1.2 Specific Plan Area

The specific plan area encompasses a wide range of developed uses and architectural styles, from historic buildings in the Downtown area to utilitarian industrial sheds in the Riverside Corridor. Elevations within the specific plan area generally rise east to west from the Salinas River to the Santa Lucia foothills, and from north to south. The approximately 1,100-acre specific plan area is divided into six neighborhoods: Uptown, Midtown, Downtown, South of Downtown, Riverside Corridor, and the Salinas River Preserve.

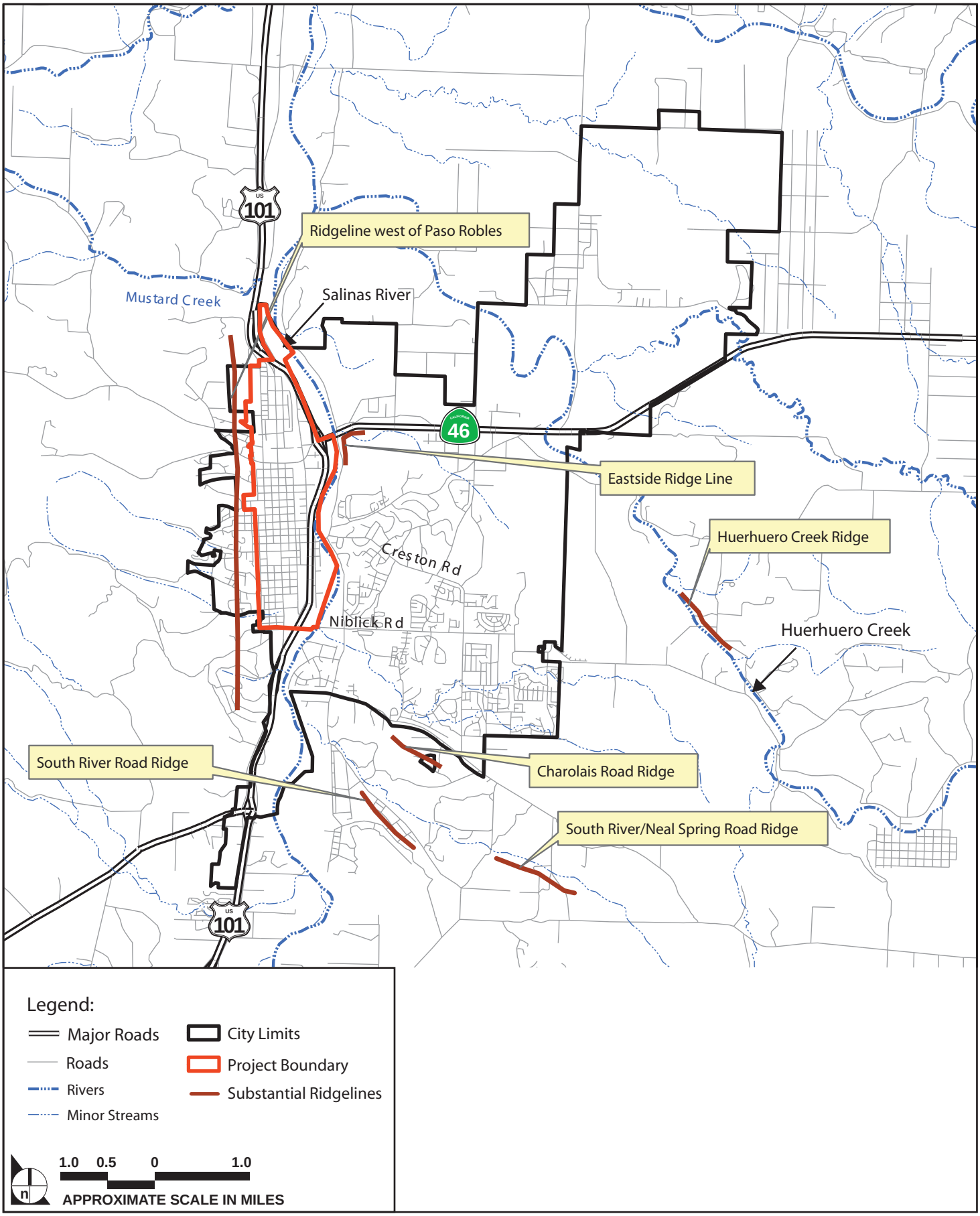
The majority of existing buildings are one-and two-story, with portions of Downtown that are as high as four stories. The character of each district is considered in turn below. Viewing locations within the specific plan area can be seen in **Figure 6.1-3, Viewing Locations**.

Uptown

Uptown occupies the area between Vine Street, 24th Street, the railroad tracks, and the northern City boundary. Uptown is relatively built out with few vacant parcels. The blocks east of Spring Street are residential in use with a mix of single-family detached houses and multi-family buildings that vary in scale, character, and architectural quality. Spring Street is primarily commercial in character and is lined by retail commercial and hospitality uses with some multi-family land uses along its northern end. Buildings along Spring Street are generally larger in scale and nondescript in character. The southeastern portion of Uptown south of 28th Street is occupied by large-footprint industrial buildings, several with large service and storage yards. The Oak Park Housing campus occupies Uptown's eastern side between 28th and 34th Street. Photographs of existing conditions in the Uptown neighborhood are shown in **Figure 6.1-4, Uptown Neighborhood Existing Conditions.**

Midtown

The Midtown neighborhood is bounded by 24th Street to the north, Vine Street to the west, 16th Street to the south, and the railroad tracks to the east. The Midtown neighborhood is primarily residential in character with commercial buildings lining Spring Street, 21st Street, and 24th Street. Photographs of existing conditions in the Midtown neighborhood are shown in **Figure 6.1-5, Midtown Neighborhood Existing Conditions.**



SOURCE: Paso Robles, Templeton, Estrella and Creston, ERC Environmental and Energy Services Co., Impact Sciences, Inc. – September 2009

FIGURE **6.1-2**

Prominent Ridgelines

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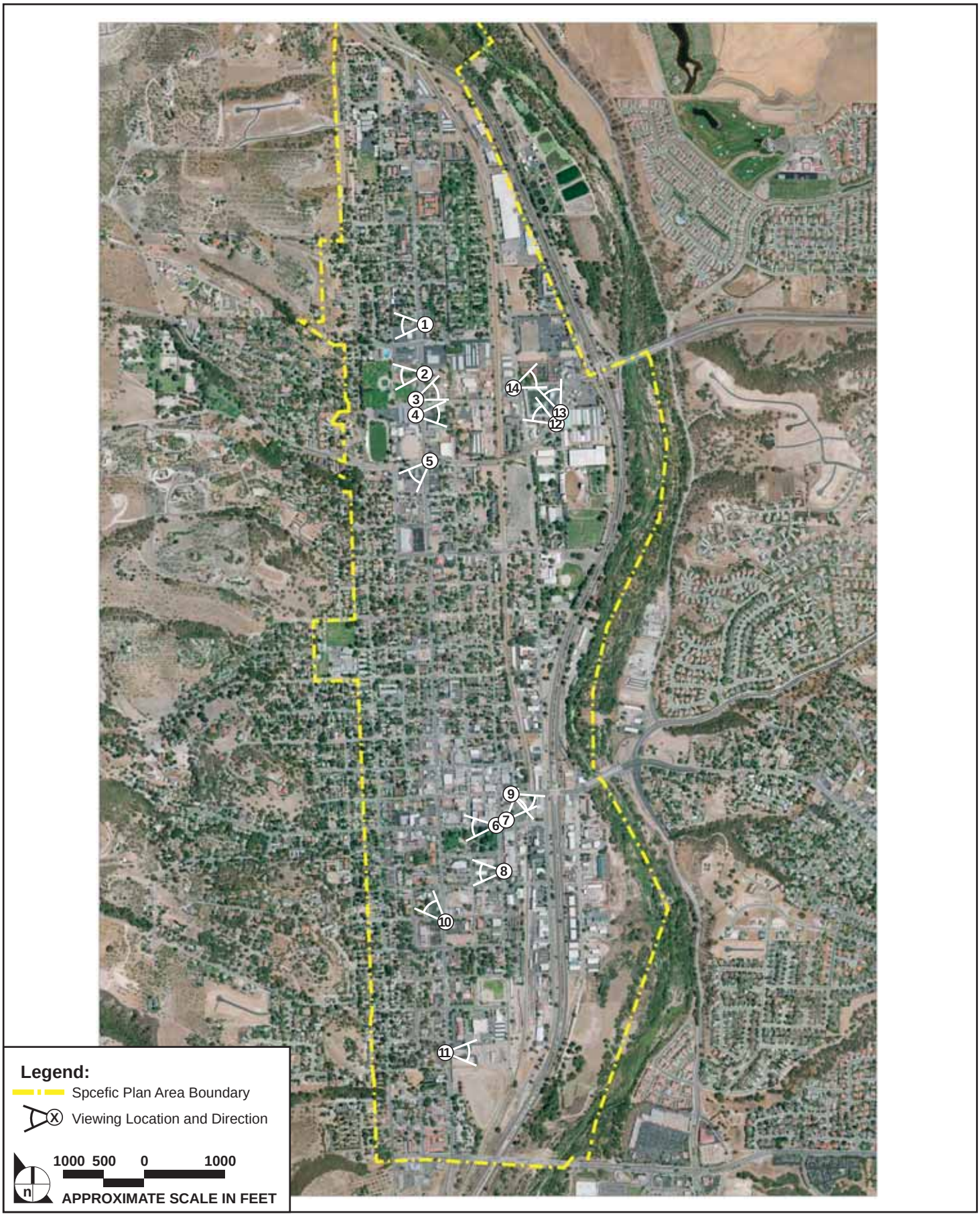

SOURCE: Impact Sciences, Inc. – November 2009

FIGURE **6.1-3**

Viewing Locations

970-002•11/09

West Side of Spring Street between 28th and 30th Streets

West Side of Spring Street at 28th Street

East Side of Spring Street at 26th Street

East Side of Spring Street between 24th and 26th Streets

SOURCE: Impact Sciences, Inc. – November 2009

FIGURE **6.1-4**

Uptown Neighborhood Existing Conditions

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West Side of Spring Street between 22nd and 23rd Streets

SOURCE: Impact Sciences, Inc. – November 2009

FIGURE **6.1-5**

Midtown Neighborhood Existing Conditions

970-002•11/09

Downtown

The Downtown district is bounded by 15th Street to the north, Spring Street to the west, 10th Street to the south, and the railroad tracks to the east. Downtown is the historic and retail heart of Paso Robles and contains many historic buildings. Buildings range from one to three stories in height, and most are zero-setback buildings with retail ground floors. There are relatively few unbuilt parcels within Downtown, most of which are occupied by parking lots. Photographs of existing conditions in the Uptown neighborhood are shown in **Figure 6.1-6, Downtown Neighborhood Existing Conditions.**

South of Downtown

South of Downtown occupies the area south of 10th Street, east of Vine Street, north of 1st Street, and west of the railroad tracks. South of Downtown comprises three primary areas, each with its own defining and unique character: a historic single-family residential neighborhood west of Spring Street, a highway-oriented corridor along Spring Street, and a district east of Spring Street that is defined by its many civic amenities, including Robbins Field, the main post office, the emergency services building, and the recently completed County courthouse. In addition, the Paso Robles Amtrak station is located on South of Downtown's eastern edge.

West of Spring Street, South of Downtown is composed primarily of one- and two-story single-family detached houses. Spring Street is lined with larger-footprint commercial, retail, and hospitality buildings, most fronted with parking lots. East of Spring Street, South of Downtown is relatively underdeveloped, with substantial portions either vacant or used for parking. Photographs of existing conditions in the South of Downtown neighborhood are shown in **Figure 6.1-7, South of Downtown Neighborhood Existing Conditions.**

Riverside Corridor

The Riverside Corridor occupies the area between Highway 101 and the railroad tracks, bounded by 1st Street to the south, the railroad tracks to the west, and Highway 101 to the east and north. The City is currently oriented away from the highway to the east, and thus turns its back to those entering the City from Highway 101 in the Riverside Corridor.

The Riverside Corridor is occupied by a variety of building types and uses, including large-footprint industrial buildings at its north end and at the Paso Robles Event Center, motels just north of Highway 46, smaller-scale commercial and industrial buildings south of Pioneer Park, and some surviving single-family houses near Pioneer Park. Most of the buildings are unremarkable in historic value, with the notable exception of the Farmers' Alliance Building. Photographs of existing conditions in the

Riverside Corridor neighborhood are shown in **Figure 6.1-8, Riverside Corridor Neighborhood Existing Conditions.**

Salinas River Preserve

The Salinas River is one of Paso Robles' most important natural and visual resources. The City's current orientation turns its back to the river, and there are few amenities providing opportunities for residents to access the Salinas River area. Photographs of existing conditions in the Salinas River Preserve are shown in **Figure 6.1-9, Salinas River Preserve Existing Conditions.**

6.1.2 REGULATORY FRAMEWORK

6.1.2.1 Federal

No federal regulations would apply to the proposed project in regard to aesthetics.

6.1.2.2 State

California Scenic Highway Program

The purpose of the State Scenic Highway Program is to preserve and protect scenic state highway corridors from change that would diminish the aesthetic value of lands adjacent to highways. State highways either can be officially designated as scenic highways or be determined to be eligible for designation. The status of a state scenic highway changes from eligible to officially designated when the California Department of Transportation (Caltrans) approves the designation. Two highway segments within the specific plan area are classified by Caltrans as eligible scenic highway routes:[7]

- Highway 101
- State Route 46

San Luis Obispo County has not applied for scenic highway designations for these road segments.

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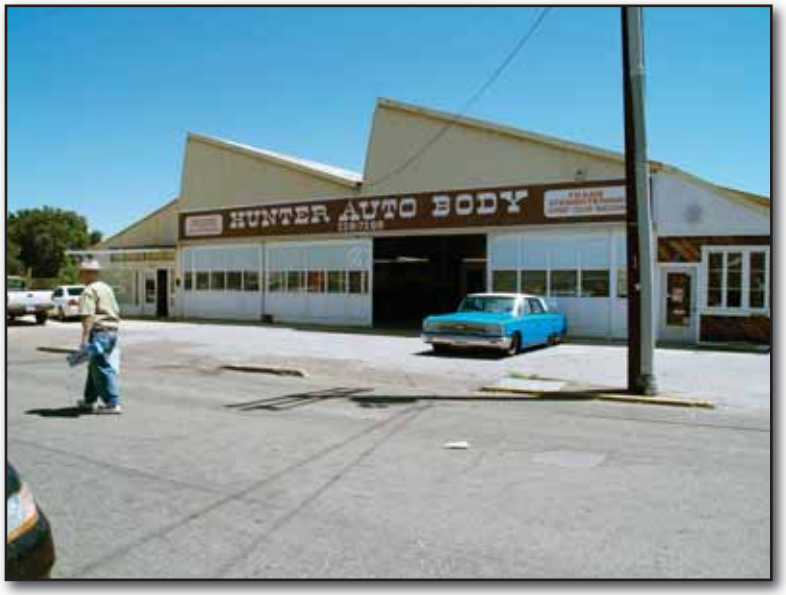
7 California Department of Transportation, "Officially Designated State Scenic Highways and Historic Parkways," http://www.dot.ca.gov/hq/LandArch/scenic_highways/index.htm.

Looking West Down Pine Street at 12th Street

Looking Northeast at Pine Street and 12th Street

Looking West near 10th Street on Pine Street



Looking Northeast on Railroad Avenue near 13th Street

SOURCE: Impact Sciences, Inc. – November 2009

FIGURE **6.1-6**

Downtown Neighborhood Existing Conditions

970-002•11/09

Looking Northwest at Spring Street and 9th Street Intersection

Looking East at Spring Street near 4th Street

SOURCE: Impact Sciences, Inc. – November 2009

FIGURE **6.1-7**

South of Downtown Neighborhood Existing Conditions

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Looking Northwest on 24th Street near Ysabel Street

Looking North on 24th Street near Ysabel Street

Looking West on Corner of Riverside Avenue and Ysabel Street

SOURCE: Impact Sciences, Inc. – November 2009

FIGURE **6.1-8**

Riverside Corridor Neighborhood Existing Conditions

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Looking East near West Bank of Salinas River

Looking North through Middle of Salinas River

Trail along Salinas River

SOURCE: Impact Sciences, Inc. – November 2009

FIGURE **6.1-9**

Salinas River Preserve Existing Conditions

970-002•11/09

6.1.2.3 City of Paso Robles

General Plan

As discussed above, the *Paso Robles General Plan* Conservation Element identifies important visual resources such as gateway, view corridors, and natural landmarks and open space viewsheds throughout the City.[8] The general plan also provides for the implementation of design standards to protect hillsides by decreasing density as slope increases, limiting grading in hillside areas, and other policies.

Zoning Code

The City's Zoning Code [9] establishes required setbacks, building height limits, and permitted densities for development within the City.

Hillside Development Standards

The Zoning Code includes the City's hillside development ordinance, which designates portions of the City with natural slopes of 10 percent or more as a Hillside Development District.[10] Development within all areas so designated is subject to the following provisions:[11]

- Within the R-1 (Single-family residential) district, the R-1 development standards apply.
- Within all other zoning districts, the development standards for the R-1 district shall be used as guidelines, and may be used as the basis for requirements by the planning commission and city council. Alterations to minimum lot sizes, widths, depths, and other development standards for the R-1 district may be altered as necessary by the planning commission and city council, but may not be less restrictive than the R-1 district development standards.

The Hillside Development District areas are shown in **Figure 6.1-10, Hillside Development Districts**.

Oak Tree Preservation Ordinance

The City's oak tree preservation ordinance requires the issuance of a permit prior to pruning or removal of any oak tree (*Quercus* spp.) native to the Paso Robles area.[12] The ordinance provides standards for the preservation and maintenance of existing oak trees, including a general prohibition on encroachment into the root zone of oak trees and restrictions on landscaping in the root zone of oak trees. The ordinance also

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8 City of Paso Robles, *General Plan*, "Conservation Element," (2003) C-5–C-7.

9 City of Paso Robles, Municipal Code, Title 21.

10 City of Paso Robles, Municipal Code, Chapter 21.14A.

11 City of Paso Robles, Municipal Code, Sec. 21.14A.030.

12 City of Paso Robles, Municipal Code, Chapter 10.01.

provides requirements for protecting oak trees during construction, including the preparation of a tree inventory, placement of protective fencing, and prohibiting storage of construction-related fuels and chemicals within the root zone of an oak tree.

Historic District Design Guidelines

The Paso Robles City Council has approved design guidelines for the following five designated historic districts: Historic District A, Historic District B, Spring Street District, Riverside Avenue District, and Westside Historic District. The locations of these districts, the majority of which are contained within the Midtown, Downtown, and South of Downtown neighborhoods within the specific plan area, are shown in **Figure 6.1-11, Paso Robles Historic Districts**. All or a portion of all five districts are located within the specific plan area. All districts are subject to common guidelines for building materials; landscaping; signs; awnings, canopies, and porches; and color.[13]

The design guidelines for Historic District A, which is located entirely within the Downtown neighborhood of the specific plan area, require that new construction or renovation

- develop building height and width in proportion to existing structures,
- keep façades in alignment along the sidewalk, keep window and door openings in proportion with neighboring development,
- provide a clear division between street level and upper floors,
- preserve original roof shapes,
- use high-quality facing materials that are compatible with existing development,
- use exterior paint colors appropriate to the period and style of the building,
- retain existing awnings and provide new awnings that meet specifications for material and placement, and
- provide parking in the rear of buildings.[14]

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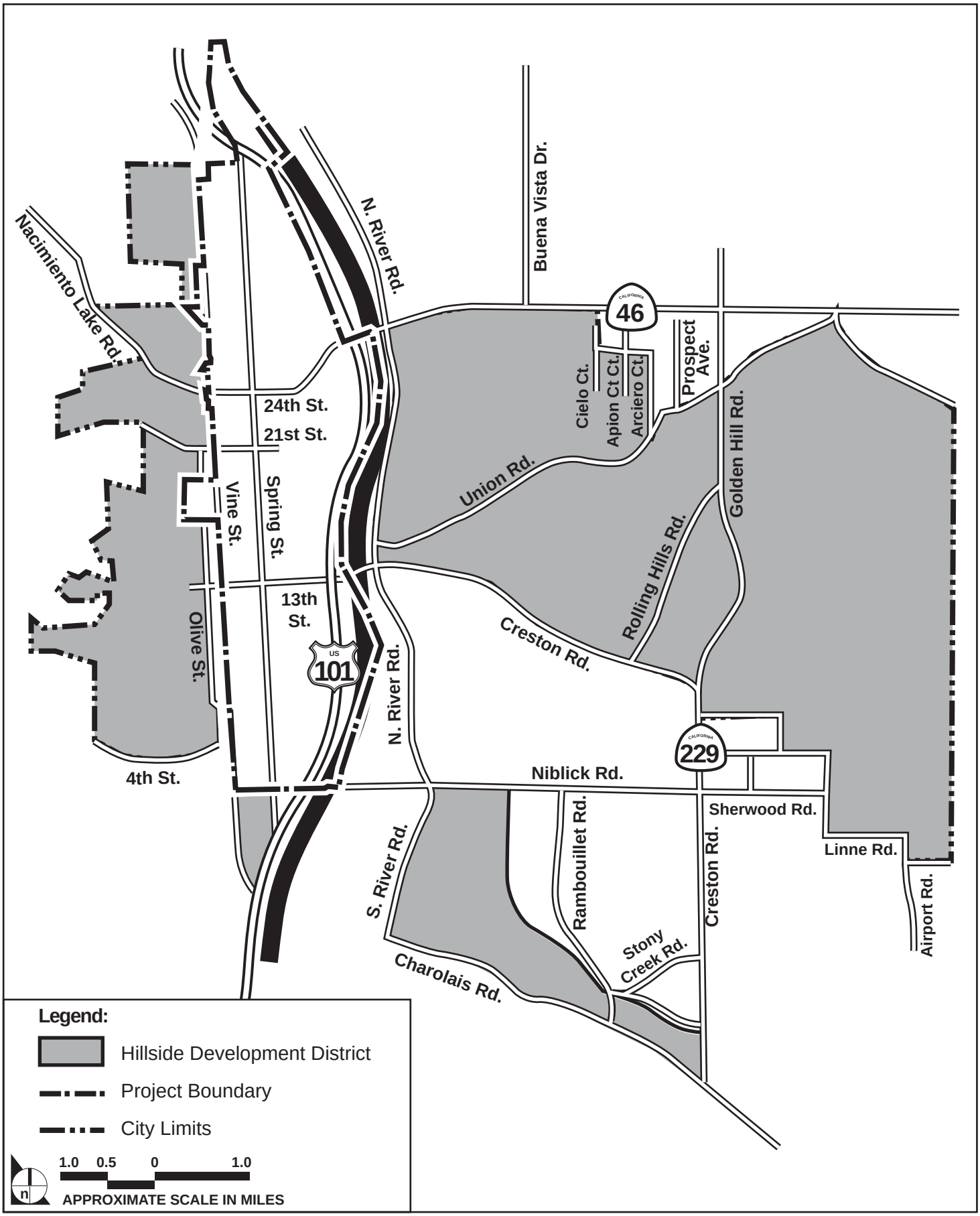
13 City of Paso Robles, "Paso Robles Downtown Guidelines," (2002) http://www.prcity.com/government/departments/commdev/planning/pdf/design-guidelines/AllDistricts.pdf.

14 City of Paso Robles, "Paso Robles Main Street Design Guidelines," (1992) http://www.prcity.com/government/departments/commdev/planning/pdf/design-guidelines/DistrictA.pdf.

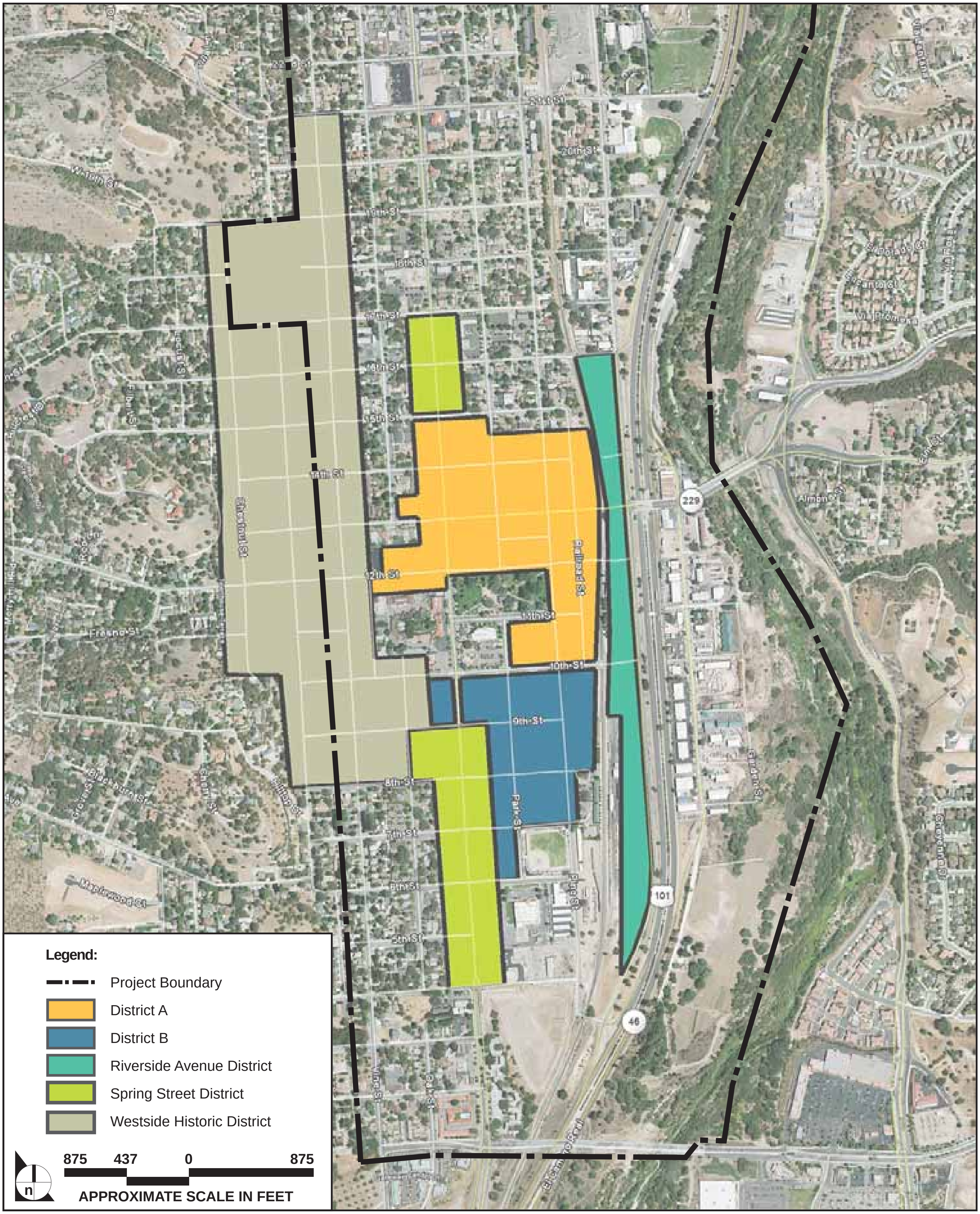


SOURCE: Paso Robles, Templeton, Estrella and Creston, ERC Environmental and Energy Services Co., Impact Sciences, Inc. – September 2009

FIGURE **6.1-10**

Hillside Development Districts

970-002•11/09



SOURCE: Impact Sciences, Inc. – September 2009

FIGURE **6.1-11**

Paso Robles Historic Districts

970-002•11/09

The design guidelines for Historic District B, which is located entirely within the South of Downtown neighborhood of the specific plan area, encourage higher-density mixed-use development in multiple stories.[15] The District B guidelines modify parking standards to allow parking spaces in the rear of buildings; parking may not be provided in front of buildings. No setback from the sidewalk is required; however, a maximum of 10 feet is established for District B. Buildings on corner lots are permitted to angle back to face the corner. New buildings in District B should reflect in their massing the City's traditional 25- and 50-foot lot subdivisions by breaking up large building masses. The guidelines discourage the use of residential-type pitched roofs and encourage parapets and cornices that conceal the actual roofline; mansard roofs are prohibited. Street-level frontages should incorporate windows, transoms, and doors between structural elements, providing interior visibility. Buildings for which windows would not be appropriate are encouraged to provide elements such as benches and landscape niches. Upper-story windows should be narrower than those on the street level, and building heights should be similar to adjacent buildings.

The Spring Street Historic District consists of two areas located in the Midtown and South of Downtown neighborhoods. The Spring Street District development guidelines encourage the redevelopment of existing strip malls and automotive-oriented uses and encourage redevelopment to provide a pedestrian-friendly mixed-use area that provides a transition from a contemporary strip to the historical downtown.[16] The reuse of existing historical structures is encouraged and traditional small-lot rhythms should be preserved where lots are consolidated. The preferred design in the Spring Street District is to locate buildings facing Spring Street with minimal setbacks and parking, accessed from cross streets, in the rear. Buildings should reflect diverse architectural styles and should present varied massing to Spring Street, including variations in planes, projections, recesses, balconies, porches, arcades, and roof elements. The guidelines discourage the use of residential-type pitched roofs and encourage parapets and cornices that conceal the actual roofline; mansard roofs are discouraged. Windows and doors at the street level should provide interior visibility and consistent rhythm, while smaller windows should be used in upper stories.

The development guidelines for the Riverside District, which is located within the Riverside Corridor neighborhood, encourage higher-density mixed-use development.[17] The Riverside District guidelines encourage front façade treatments along the railroad corridor, while actual building façades should face

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15 City of Paso Robles, "District B Paso Robles Downtown Guidelines," (1999) http://www.prcity.com/government/departments/commdev/planning/pdf/design-guidelines/DistrictB.pdf.

16 City of Paso Robles, "Spring Street District Paso Robles Downtown Guidelines," (2002) http://www.prcity.com/government/departments/commdev/planning/pdf/design-guidelines/SpringStreet.pdf.

17 City of Paso Robles, "Riverside District Paso Robles Downtown Guidelines," (2002) http://www.prcity.com/government/departments/commdev/planning/pdf/design-guidelines/RiversideDistrict.pdf.

the street. Parking may be provided in the front, side, or rear of buildings. Strong forms that reflect the traditional utilitarian character of the area are encouraged. Sloped roofs with a minimum pitch of 3:12 are required in this district, and vertical elements such as towers, cupolas, and silos are encouraged. Large expanses of glass are discouraged, and windows should be broken up with architectural elements.

The Westside Historical District is located in the western portions of the Midtown, Downtown, and South of Downtown neighborhoods. The district's development guidelines provide guidance for new construction, renovation of historic buildings, site improvements, and the reuse of residential buildings for office/professional uses in one of Paso Robles's oldest residential areas.[18] The guidelines are generally intended to ensure that new construction is visually compatible with existing structures, and include recommendations for building materials, massing, architectural detail, exterior finishes, landscaping, paving materials, lighting, and fences for new construction and redevelopment. The guidelines provide additional policies for parking, signage, and lighting for office/professional uses to ensure that such uses are consistent with the district's historic residential character.

6.1.3 THRESHOLDS OF SIGNIFICANCE

Appendix E of the *Rules and Regulations for the Implementation of the California Environmental Quality Act (CEQA)*[19] contains the Initial Study Environmental Checklist form. Issues presented in the checklist have been used as thresholds of significance in this section. Accordingly, a project may present a significant impact if it would:

- have a substantial adverse effect on a scenic vista;
- substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway;
- substantially degrade the existing visual character or quality of the site and its surroundings; or
- create a new source of substantial light or glare which would adversely affect day or nighttime views in the area

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18 City of Paso Robles, "El Paso de Robles Westside District Conservation Plan," (2005) http://www.prcity.com /government/departments/commdev/planning/pdf/design-guidelines/WestsideHistDist.pdf.

19 City of Paso Robles, *Rules and Regulations for the Implementation of the California Environmental Quality Act*, July 2009.

6.1.4 PROJECT IMPACTS

6.1.4.1 Proposed Specific Plan Components

The proposed *Uptown/Town Centre Specific Plan* provides guidelines for future development in an area characterized by existing urban development. The specific plan development code provides a regulating plan (see **Figure 3.0-5**) that defines the zones within the specific plan area and the parcels included within each zone, and summarizes the character of each zone. The specific plan use standards define the land use types allowed in each zone. The specific plan urban standards regulate the features of buildings that affect the public realm, such as building placement, building height, and façade design. The specific plan architectural standards regulate the manner in which individual parcels and blocks are developed to create diverse development through the use of building types (e.g., duplex, rowhouse, courtyard housing) and frontage types (e.g., front yard/porch, stoop, arcade, storefront).

The zones established in the specific plan provide guidance for future development, and are established in the regulating plan according to the types of development already present. Each zone and the standards for that zone are discussed in detail below.

T3 Neighborhood Zone (T3-N)

The T3-N zone is applied to areas currently occupied by one- and two-story single family houses with large, landscaped front yard setbacks along tree-lined streets. Many of the buildings within the T3-N zone are historically significant. The intent of the T3-N zone is to preserve this small-scale residential character. Properties west of Vine Street and north of 21st Street are subject to the Hillside Development District, discussed above. Building forms in the T3-N zone shall be small, detached residential, and the allowed building types are carriage house, single-family house, duplex, triplex, and bungalow court. Required frontage setbacks are a minimum of 15 feet and a maximum of 20 feet from the primary street and a minimum of 12 feet and a maximum of 15 feet from side streets. Buildings heights are limited to two stories and 25 feet.

T3 Flex Zone (T3-F)

The T3-F zone is applied to areas mainly occupied by one- and two-story single-family houses with large landscaped front-yard setbacks along tree-lined streets. Many of the buildings within the T3-F zone are historically significant. The intent of the T3-F zone is to preserve the existing character while allowing for higher residential densities and a more diverse use mix than the T3-N zone. Building forms in the T3-F zone shall be small, detached residential or small, attached retail and the allowed building types are carriage house, single-family house, duplex, bungalow court, rowhouse, and live-work. Required

frontage setbacks are a minimum of 15 feet and a maximum of 20 feet from the primary street and a minimum of 12 feet and a maximum of 15 feet from side streets. Buildings heights are limited to two stories and 25 feet.

T4 Neighborhood Zone (T4-N)

The T4-N zone is applied to areas currently occupied by a variety of building types ranging from single-family houses to large manufacturing sheds that are occupied by a range of uses, including residential, retail, office, and industrial. Many of the buildings within the T4-N zone are historically significant. The intent of the T4-N zone is to create vibrant, walkable, primarily residential neighborhoods. Building forms in the T4-N zone shall be small-scale detached and attached residential, and the allowed building types are carriage house, single-family house, duplex, triplex/quadplex/sixplex, bungalow court, rowhouse, tuck-under, live-work, and courtyard housing. Required frontage setbacks are a minimum of 12 feet and a maximum of 15 feet from the primary street and a minimum of 10 feet and a maximum of 12 feet from side streets. Buildings heights are limited to two stories and 45 feet.

T4 Flex Zone (T4-F)

The T4-F zone is applied to areas currently lining Spring Street, 16th Street, and 21st Street, and occupied generally by one- and two-story single-family houses and flex block buildings. Some of the buildings within the T4-F zone are historically significant. The intent of the T4-F zone is to preserve this small-scale mixed-use character while allowing for higher residential densities and a more diverse use mix than the T4-N zone. Building forms in the T4-F zone shall be small-scale detached and attached residential with small-scale attached commercial, and the allowed building types are duplex, triplex/quadplex/sixplex, villa, bungalow court, rowhouse, tuck-under, live-work, courtyard housing, stacked dwellings, flex block, and flex shed. Required frontage setbacks are a minimum of 10 feet and a maximum of 15 feet from the primary street and a minimum of 10 feet and a maximum of 12 feet from side streets. Buildings heights are limited to two stories and 45 feet.

T4 Neighborhood Center Zone (T4-NC)

The T4-NC zone is applied to the area along Spring Street between 34th and 36th Streets. The zone is currently occupied by one- and two-story commercial and multi-family residential buildings adjacent to parking lots. Few of the buildings within the T4-NC zone are historically significant. The intent of the T4-NC zone is to create a vibrant neighborhood and civic center. Building forms in the T4-F zone shall be medium-scale attached residential and mixed use, and the allowed building types are rowhouse, tuck-under, live-work, stacked dwellings, liner, flex block, and flex shed. Required frontage setbacks are a

minimum of 0 feet and a maximum of 5 feet from the primary street and a minimum of 0 feet and a maximum of 5 feet from side streets. Buildings heights are limited to three stories and 55 feet.

Town Centre 1 Zone (TC-1)

The TC-1 zone applies to the area occupied by Paso Robles's historic Downtown. In general, buildings are one-, two-, and three-story zero-setback flex block buildings occupied by commercial and mixed uses. Many of the buildings within the TC-1 zone are historically significant. The intent of the TC-1 zone is to preserve and augment Downtown's unique historical value while enhancing its economic vitality. Building forms in the TC-1 zone shall be medium-scale attached, and the allowed building types are live-work, courtyard housing, stacked dwellings, liner, and flex block. Required frontage setbacks are a minimum of 0 feet and a maximum of 5 feet from the primary street and a minimum of 0 feet and a maximum of 5 feet from side streets. Buildings heights are limited to four stories and 55 feet.

Town Centre 2 Zone (TC-2)

The TC-2 zone is applied to areas that are relatively underdeveloped, with substantial portions either vacant or used for parking. Most of the buildings are unremarkable in historic value. The intent of the TC-2 zone is to create relatively high-density mixed-use neighborhoods. Building forms in the TC-2 zone shall be medium-scale attached residential and mixed use, and the allowed building types are rowhouse, tuck-under, live-work, courtyard housing, stacked dwellings, liner, flex block, and flex shed. Required frontage setbacks are a minimum of 0 feet and a maximum of 10 feet from the primary street and a minimum of 0 feet and a maximum of 10 feet from side streets. Buildings heights are limited to four stories and 45 feet.

Riverside Corridor Zone (RC)

The RC zone is applied to areas currently occupied by a variety of building types and uses, including large-footprint industrial buildings; smaller-scale commercial, industrial, and hospitality buildings; and single-family houses. Most of the buildings are unremarkable in historic value. The intent of the RC zone is to create a vibrant, flexible, multi-use environment that better defines the street edge. Building forms in the RC zone shall be medium-scale detached and attached residential, and mixed-use and industrial shed. The allowed building types are rowhouse, live-work, courtyard housing, liner, flex block, and flex shed. Required frontage setbacks are a minimum of 5 feet and a maximum of 10 feet from the primary street and a minimum of 0 feet and a maximum of 10 feet from side streets. Buildings heights are limited to three stories and 45 feet.

Open Space (OS)

The OS zone identifies areas reserved for public parks, playgrounds, ballfields, tennis courts, recreation and community centers, nature preserve, trails, and other uses. Allowable structures in this zone are limited to those necessary to support the specific purposes of eh particular open space area (for example, sport court enclosures and multipurpose community center building in active parks, and trails within natural open space areas such as the Salinas River.

Architectural Standards

Section 5.5.1 of the proposed specific plan provides detailed architectural standards for each building type permitted within the specific plan area. The architectural standards specify appropriate lot standards for access, parking and utility services (e.g., utility access, aboveground equipment, trash enclosures, rooftop equipment); landscape standards; frontage standards; building size and massing standards; and sustainable stormwater standards.

Section 5.5.2 of the proposed specific plan provides development standards for permitted frontage types and specifies the zones in which each frontage type is appropriate.

Section 5.5.3 of the proposed specific plan provides the architectural styles that may be used within the specific plan area. The permitted architectural styles are

- Victorian (residential character),
- Victorian (commercial character),
- Craftsman,
- Spanish Revival (residential character),
- Spanish Revival (commercial character),
- Main Street Commercial,
- Warehouse Industrial,
- Art Deco, and
- English Arts and Crafts.

For each approved architectural style, the architectural standards provide detailed descriptions of appropriate architectural elements, such as roofs, primary walls, bases, windows, doors, cornices, and

other elements suitable to the architectural style and its setting and function within the specific plan zoning.

Other Standards

The specific plan development code provides additional standards for the following:

- **Sign standards.** The specific plan's sign standards specify the size and placement of commercial and noncommercial signs, and designate appropriate and inappropriate materials and other design elements.
- **Landscape standards.** The specific plan's landscape standards provide guidance for landscaping in both public and private areas within the specific plan. These standards include a list of acceptable plant materials for a range of landscaping types, including parking lot trees, accent trees, general trees, tall shrubs, low shrubs, hedge shrubs, ground covers, grasses, and vines.
- **Screening standards.** The specific plan provides standards for the screening of trash enclosures and utility equipment to ensure that they are appropriately screened from view and that the screening structures and materials are consistent with the architectural character of the primary structure.

6.1.4.2 Impact Analysis

The environmental impact analysis presented in this section is based on the results of information received in response to the Notice of Preparation (NOP), and/or other review of the project by planning staff for issues that were determined to be potentially significant, or for issues identified by reviewing agencies, organizations, or individuals commenting on the NOP that made a reasonable argument that the issue was potentially significant (see **Responses to the NOP**, **Appendix 2.0**).

6.1.4.2.1: Have a substantial adverse effect on a scenic vista. (Class III – Not Significant)

Impact Analysis

The proposed specific plan provides development standards for an area characterized by existing urban development. As shown in **Figure 6.1-1**, the only identified landmark within the specific plan area is the Salinas River. Scenic resources viewable from within the specific plan area would include the ridgelines west and east of the area, as shown in **Figure 6.1-2**. The specific plan area contains three identified viewing corridors: Highway 101, Spring Street, and the railroad corridor. Portions of the specific plan area could potentially be visible from other identified viewing corridors.

The specific plan would cause a substantial adverse effect on a scenic vista if it would obscure scenic views currently available within the specific plan area, or if scenic views of the specific plan area itself from viewing corridors within or beyond the area were substantially and adversely affected.

Development forecast to occur under the specific plan would be required to comply with the development standards provided in the specific plan, including the architectural standards discussed above. The architectural standards include building height restrictions consistent with existing development in the specific plan area. New development under the specific plan would therefore be unlikely to restrict scenic views currently available within the specific plan area.

The viewing corridor along Highway 101 would remain unchanged as the majority of the Riverside Corridor neighborhood is built out. Potential new development would conform to the architectural guidelines and the zoning requires within this neighborhood. The viewing corridor along Spring Street would retain its existing character (as seen in **Figures 6.1-4**, **6.1-5**, and **6.1-7**) and architectural theme through the adoption of the development code of the specific plan. Views along the railroad corridor would be regulated by the urban standards and architectural standards within the proposed zones within the Riverside Corridor neighborhood. The existing character and building heights would continue to reflect architectural themes and styles along the railroad corridor.

Furthermore, the architectural design standards are intended to preserve the existing aesthetic values of the City's existing buildings, including historically important structures. New development under the specific plan would therefore be aesthetically consistent with the best aspects of existing development, and views of the specific plan area from identified viewing corridors both within and beyond the specific plan area would be unaffected or in some cases improved. Impacts would therefore be less than significant.

Mitigation Measures

No mitigation measures are required.

Residual Impacts

Impacts would be less than significant (Class III).

6.1.4.2.2: Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway. (Class III – Not Significant)

Impact Analysis

As discussed above, the specific plan area does not contain any designated state scenic highways. Highway 101 and State Route 46 are, however, designated as eligible scenic highways. The specific plan area does not contain scenic rock outcroppings, as shown in **Figure 6.1-2**. However, historic buildings and

mature trees are present within the specific plan area. The Conservation Element of the *Paso Robles General Plan* identifies the Salinas River as a scenic landmark. The specific plan does not propose any development within the Salinas River, but would construct trails and some interpretive elements near the river in order to provide improve access to this important resource. Views of the Salinas River would generally be improved by this increased access.

Development under the proposed specific plan would be subject to the requirements of the architectural standards discussed above, as well as the City's historic district design guidelines in areas where they apply (see **Figure 6.1-11**). Individual development projects that propose the redevelopment of historic properties would be subject to additional environmental review and would be required to provide mitigation for any significant impacts to historic buildings.

Although the specific plan area is characterized by existing urban development, many mature trees are located throughout the area. The City's oak tree ordinance, discussed above, prohibits the removal of mature oak trees unless under a permit issued by the City. Any project that required the removal of mature trees with scenic value would be subject to additional environmental review and would be required to provide mitigation for any significant impacts to trees.

Mitigation Measures

No mitigation measures are required.

Residual Impacts

Impacts would be less than significant (Class III).

6.1.4.2.3: Substantially degrade the existing visual character or quality of the site and its surroundings. (Class III – Not Significant)

Impact Analysis

As discussed above, the zoning for the proposed specific plan was developed in order to ensure that future development within the specific plan area is consistent with the existing character of the area's neighborhoods. To this end, a flexible form-based code is provided in the development code, which ensures that building types, heights, setbacks, and architectural features are appropriate to and consistent with the neighborhoods in which they are situated. In addition, the City's oak tree ordinance would prohibit the removal of mature oak trees unless under a permit issued by the City. This would maintain the continued look and feel of a rural setting within the specific plan area. Furthermore, the specific plan provides a number of policies related to streetscapes and the urban environment that would have a

generally beneficial effect on the urban landscape within the specific plan area. As the proposed *Uptown/Town Centre Specific Plan* provides comprehensive architectural standards for future development in order to ensure that it does not degrade the existing visual quality of the specific plan area's neighborhoods, impacts would be less than significant.

Mitigation Measures

No mitigation measures are required.

Residual Impacts

Impacts would be less than significant (Class III).

6.1.4.2.4: Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area. (Class III – Not Significant)

Impact Analysis

The proposed specific plan provides development standards for an area characterized by existing urban development and which is consequently subject to amounts of light and glare typical of urban development. The specific plan development standards include standards for the provision of street lighting. Section 4.2.F of the specific plan infrastructure standards require the placement of street lights at 70- to 100-foot intervals in order to avoid flooding streets with light. Lights are also required to be shielded to prevent light from shining into the sky.

Building materials permitted in the proposed specific plan's architectural standards are typical of urban development, and would not include large, unbroken expanses of reflective materials such as metal or glass. Furthermore, specific plan zoning is consistent with existing uses within the specific plan area, and new development would generally reflect the character of existing structures. The specific plan would therefore not create new sources of substantial light or glare, and impacts would be less than significant.

Mitigation Measures

No mitigation measures are required,

Residual Impacts

Impacts would be less than significant (Class III).

6.1.5 CUMULATIVE IMPACTS

6.1.5.1: Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.) (Class III – Not Significant)

Impact Analysis

The proposed specific plan area is characterized by existing urban development, and future development under the specific plan would be consistent with existing development. The specific plan is an urban infill type of development, and as such would not be likely to result in cumulative impacts. Future growth within the City would require further infill development in other areas of the City or expansion into currently undeveloped areas, which could potentially result in aesthetic impacts; but such impacts would be specific to individual development projects and would not combine with the proposed specific plan to cause cumulative aesthetic impacts. Future development within the City would also be subject to the Hillside Development Districts, which establish development standards that conserve the natural character of hillside areas, preserve and enhance the scenic amenities of the City, and minimize the environmental impact resulting from extensive grading in visually sensitive areas. Therefore, cumulative impacts would be less than significant.

Mitigation Measures

No mitigation measures are required.

Residual Impacts

Impacts would be less than significant. (Class III)

6.1.6 GENERAL PLAN CONSISTENCY ANALYSIS

The Conservation and Land Use elements of the *Paso Robles General Plan* provide goals and policies related aesthetic standards within in the City.[20] **Table 6.1-1, Paso Robles Uptown/Town Centre Specific Plan General Plan Policy Consistency**, provides these goals and policies, along discussions of the consistency of the proposed specific plan with these policies. The proposed specific plan would be consistent with applicable goals and policies of the general plan.

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20 City of Paso Robles, *General Plan*, "Land Use Element," "Conservation Element," (2003).

Table 6.1-1
Paso Robles Uptown/Town Centre Specific Plan
General Plan Policy Consistency

Goal/Policy	Discussion	Consistent?
Conservation Element		
Goal C-3: Biological Resources. As feasible, preserve native vegetation and protected wildlife, habitat areas, and vegetation, through avoidance, impact mitigation, and habitat enhancement.		
Policy C-3A: Oak Trees. Preserve existing oak trees and oak woodlands. Promote the planting of new oak trees.	The proposed specific plan does not propose the removal of existing oak trees and oak woodlands. Should new development under the specific plan require the removal of oak trees, the development project would be required to obtain permits under the City's Oak Tree Ordinance.	Yes
Goal C-5: Visual Resources. Enhance/upgrade the City's appearance.		
Policy C-5A: Visual Gateways and Landmarks. Identify important visual resources: gateways, corridors, major arterials, natural/open space areas, as shown on Table C-1 and Figure C-3.	The proposed project is designed to enhance gateways to the City by providing improved streetscapes and architecturally appealing new development under a highly specific development code, which includes standards for architectural styles, signage, building materials, and key architectural elements. The specific plan furthermore proposes to reorient the Riverside Corridor to the Salinas River in order to provide improved access to one of the City's primary scenic landmarks.	Yes
Goal C-6: Cultural Resources. Strive to preserve/protect important historic and archeological resources.		
Policy C-6A: Historic Resources: Encourage the preservation and restoration of historic buildings in the downtown and the Vine Street neighborhood.	The proposed specific plan's development code provides architectural standards that preserve the visual character of the City's historic neighborhoods, including downtown and the Vine Street area. New development under the specific plan would be subject to the City's Historic District Design Guidelines.	Yes

Goal/Policy	Discussion	Consistent?
Land Use Element		
Goal LU-2: Image/Identity. Maintain/enhance the City's image/identity.		
Policy LU-2B: Visual Identity. Promote architectural and design excellence by imposing stringent design and construction standards for commercial, industrial, mixed-use, and multi-family projects.	The specific plan provides stringent architectural standards in the development code that ensure the compatibility of new development with existing uses and preserve the historical character of residential and commercial districts throughout the specific plan area.	Yes
Policy LU-2C: Local Heritage. Preserve/enhance downtown and the historic Vine Street neighborhood through adherence to established guidelines.	The proposed specific plan's development code provides architectural standards that preserve the visual character of the City's historic neighborhoods, including downtown and the Vine Street area. New development under the specific plan would be subject to the City's Historic District Design Guidelines.	Yes
Policy LU-2D: Neighborhoods. Strive to maintain and create livable, vibrant neighborhoods and districts with: • Attractive streetscapes, • A pedestrian friendly setting, • Coordinated site design, architecture, and amenities, • Adequate public and private spaces; and, • A recognizable and high quality design aesthetic.	The specific plan provides stringent architectural standards in the development code that ensure the compatibility of new development with existing uses and preserve the historical character of residential and commercial districts throughout the specific plan area. The specific plan's infrastructure standards would improve the functionality of the City's circulation network to provide better function for all users, including pedestrians.	Yes

6.2 AIR QUALITY

SUMMARY

Construction and operation of the Paso Robles Downtown Specific Plan / Uptown & Town Centre (Uptown/Town Centre Specific Plan) would result in emissions of reactive organic gases (ROG), nitrogen oxides (NO_X), carbon monoxide (CO), sulfur oxides (SO_X), respirable particulate matter (PM_{10}), and fine particulate matter ($PM_{2.5}$) from motor vehicles, heavy-duty construction equipment exhaust, and stationary sources; fugitive dust (PM_{10} and $PM_{2.5}$) from earthmoving activities; and ROG from asphalt paving and architectural coating. The project would result in short-term emissions of greenhouse gases (GHGs) during construction. At buildout, the project would result in direct annual emissions of GHGs during operation. The proposed project would also result in indirect GHG emissions due to the utility demands (electricity, water, solid waste, and wastewater). GHGs would primarily consist of carbon dioxide (CO_2), nitrous oxide (N_2O), and methane (CH_4).

The Uptown/Town Centre Specific Plan would result in an increase in population for the area in excess of the population forecast in the San Luis Obispo Council of Governments (SLOCOG) 2005 Regional Transportation Plan (RTP) Update. The projected population increase is consistent with the City of El Paso de Robles General Plan, *and* the Uptown/Town Centre Specific Plan *includes policies that would reduce air pollutant emissions. Nonetheless, as the population increase exceeds the SLOCOG RTP forecast, the specific plan could generate emissions that hinder the County's ability to achieve or maintain attainment of the state ozone ambient air quality standard, and would be inconsistent with the San Luis Obispo County Air Pollution Control District's Clean Air Plan (CAP). This is considered a significant and unavoidable impact (Class I). The specific plan would also result in emissions of GHGs; however, the* Uptown/Town Centre Specific Plan *incorporates numerous policies that are consistent with recommended measures to reduce GHGs and climate change impacts. The specific plan is estimated to result in per capita GHG emissions that are 36 to 37 percent less than the statewide per capita GHG emissions. Based on these findings, the Uptown/Town Centre Specific Plan would have a less than significant impact on global climate change (Class III).*

6.2.1 EXISTING CONDITIONS

6.2.1.1 Regional Climate

The specific plan area is located in San Luis Obispo County, which is one of three counties that make up the South Central Coast Air Basin (SCCAB). The SCCAB, as shown in **Figure 6.2-1, South Central Coast Air Basin**, consists of San Luis Obispo County, Santa Barbara County, and Ventura County. San Luis Obispo County can be divided into three general regions based on similar geographical and meteorological conditions: the Coastal Plateau, the Upper Salinas River Valley, and the East County Plain. The City of Paso Robles is located in the Upper Salinas River Valley, in the northern part of the

County. The three general regions in San Luis Obispo County are shown in **Figure 6.2-2, Geographical Regions of San Luis Obispo County**.

Air quality is influenced by meteorological conditions that affect the movement and dispersal of air pollutants. Atmospheric conditions such as wind speed, wind direction, solar radiation, atmospheric stability, along with local topography, strongly affect the relationship between pollutant emissions and air quality. The combination of low wind speeds and an inversion layer produces the greatest concentration of air pollutants. An inversion layer occurs when temperature increases with height, which inhibits convection or the vertical mixing of air, resulting in pollution being trapped near ground level. Smog potential is greatly reduced on days without inversions or on days with moderate winds. Temperature, caused by solar radiation, generally has an important influence on basin wind flow, pollutant dispersion, vertical mixing, and photochemistry.

Regional meteorology is largely dominated by a persistent high pressure area that commonly resides over the eastern Pacific Ocean. The Pacific High remains generally fixed several hundred miles offshore from May through September, enhancing onshore winds and opposing offshore winds. During spring and early summer, as the onshore breezes pass over the cool water of the ocean, fog and low clouds often form in the marine air layer along the coast. Surface heating in the interior valleys dissipates the marine layer as it moves inland. The Pacific High is also responsible for the formation of inversion layers, which can trap pollutants near the surface. As the air descends, it becomes warmer than the air below it via compressional heating. This is known as a subsistence inversion layer and can persist for several days resulting in relatively high concentrations of ground-level smog and ozone.

6.2.1.2 Local Climate

The specific plan area is located in the Upper Salinas River Valley. The climate is generally Mediterranean with warm, dry summers and cooler, relatively damp winters. The average maximum temperature in Paso Robles is 76 degrees Fahrenheit (°F) and the average minimum is 41 °F.[1] As described above, the region is dominated by the Pacific High. During the fall and winter months, the Pacific High tends to shift southward, allowing storms to track across the region. About 90 percent of the total annual rainfall is received during this period.[2] The Upper Salinas River Valley generally receives about 12 to 20 inches of rain per year.[3]

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1 Western Regional Climate Center, "Paso Robles, California (046730)," http://www.wrcc.dri.edu/cgi-bin/cliMAIN.pl?ca6730. 2009.

2 San Luis Obispo Air Pollution Control District, *2001 Clean Air Plan*, (2001) 2-4.

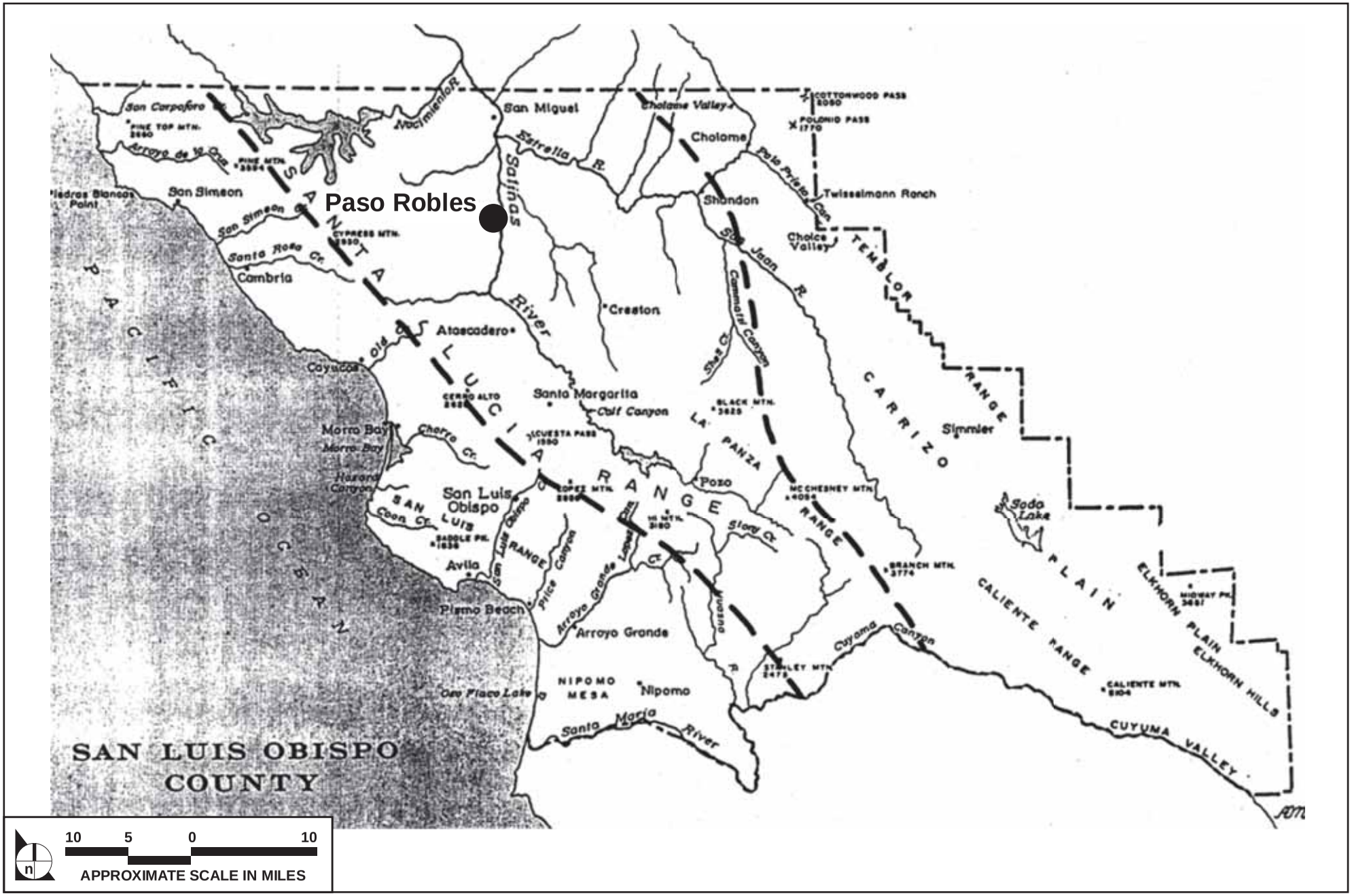
3 San Luis Obispo Air Pollution Control District, *2001 Clean Air Plan*, (2001) 2-4.

SOURCE: California Air Resources Board – 2009

FIGURE **6.2-1**

South Central Coast Air Basin

970-002•11/09



SOURCE: SLOCAPCD Clean Air Plan – 2001

FIGURE **6.2-2**

Geographical Regions of San Luis Obispo County

970-002•11/09

In addition to the regional Pacific High-induced subsistence inversion layer, the local area is subject to several other types of inversions. Surface inversions are caused when air near the ground is cooled more rapidly than the air aloft. This process is called "radiational cooling," and it often occurs at night when the ground is much cooler than the air or nearby bodies of water. Surface inversions are common during the winter and cold mornings; however, they tend to dissipate during the day as the sun warms the ground. Marine inversions are caused when cooler, denser air over the ocean intrudes under the relatively warmer air over land. These inversions are common along the coast, but they are typically shallow and will dissipate with surface heating. Typical inversion layer profiles in San Luis Obispo County are shown in **Figure 6.2-3, Inversion Characteristics**.

6.2.1.3 Regional Air Quality

Air pollutants within the SCCAB are primarily generated by two categories of sources: stationary and mobile. Stationary sources are known as "point sources," which have one or more emission sources at a single facility, or "area sources," which are widely distributed emission sources. Point sources are usually associated with manufacturing and industrial uses and include sources such as refineries, large industrial boilers, or combustion equipment that produces electricity or process heat. A point source is typically identified by the presence of one or more smoke stacks. Examples of area sources include residential water heaters, painting operations, lawn mowers, agricultural fields, landfills, and consumer products, such as lighter fluid or hair spray. Fugitive dust is also considered to be an area source. "Mobile source" refers to operational and evaporative emissions from motor vehicles. Mobile sources account for approximately 52 percent of the reactive organic gas (ROG) emissions, 71 percent of the carbon monoxide (CO) emissions, 92 percent of the nitrogen oxide (NO_x) emissions, and 54 percent of the sulfur oxide (SO_x) emissions found within the SCCAB.[4] Mobile source account for much smaller percentages of respirable particulate matter (PM_{10}) and fine particulate matter ($PM_{2.5}$) emissions (approximately 8 percent and 21 percent, respectively).[5]

The determination of whether a region's air quality is healthful or unhealthful is evaluated by comparing contaminant levels in ambient air samples to national and state standards. Health-based air quality standards have been established by the State of California and the federal government for the following seven criteria air pollutants: ozone (O_3), CO, nitrogen dioxide (NO_2), sulfur dioxide (SO_2), PM_{10}, $PM_{2.5}$, and lead. These standards were established to protect sensitive receptors from adverse health impacts due to exposure to air pollution with a margin of safety. California standards are more stringent than the

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4 California Air Resources Board, "2008 Estimated Annual Average Emissions – San Luis Obispo County," http://www.arb.ca.gov/ei/maps/basins/abscmap.htm. 2009.

5 California Air Resources Board, "2008 Estimated Annual Average Emissions – San Luis Obispo County," http://www.arb.ca.gov/ei/maps/basins/abscmap.htm. 2009.

federal standards and, in the case of PM_{10} and SO_2, much more stringent. California has also established standards for additional pollutants with no corresponding federal standards: sulfates, visibility reducing particles, hydrogen sulfide (H_2S), and vinyl chloride. The California Ambient Air Quality Standards (CAAQS) and National Ambient Air Quality Standards (NAAQS) and their effects on health are summarized in **Table 6.2-1**, **Ambient Air Quality Standards**.

Table 6.2-1
Ambient Air Quality Standards

Air Pollutant	Concentration/Averaging Time		Most Relevant Health Effects
	State Standard	Federal Primary Standard	
Ozone (O_3)	0.070 ppm, 8-hr avg. 0.09 ppm, 1-hr. avg.	0.075 ppm, 8-hr avg. (three-year average of annual 4th-highest daily maximum)[1]	(a) Pulmonary function decrements and localized lung edema in humans and animals; (b) Risk to public health implied by alterations in pulmonary morphology and host defense in animals; (c) Increased mortality risk; (d) Risk to public health implied by altered connective tissue metabolism and altered pulmonary morphology in animals after long-term exposures and pulmonary function decrements in chronically exposed humans; (e) Vegetation damage; and (f) Property damage
Carbon Monoxide (CO)	9.0 ppm, 8-hr avg. 20 ppm, 1-hr avg.	9 ppm, 8-hr avg. 35 ppm, 1-hr avg.	(a) Aggravation of angina pectoris and other aspects of coronary heart disease; (b) Decreased exercise tolerance in persons with peripheral vascular disease and lung disease; (c) Impairment of central nervous system functions; and (d) Possible increased risk to fetuses
Nitrogen Dioxide (NO_2)	0.18 ppm, 1-hr avg. 0.030 ppm, annual arithmetic mean	0.053 ppm, annual arithmetic mean	(a) Potential to aggravate chronic respiratory disease and respiratory symptoms in sensitive groups; (b) Risk to public health implied by pulmonary and extra-pulmonary biochemical and cellular changes and pulmonary structural changes; and (c) Contribution to atmospheric discoloration
Sulfur Dioxide (SO_2)	0.04 ppm, 24-hr avg. 0.25 ppm, 1-hr. avg.	0.14 ppm, 24-hr avg. 0.030 ppm, annual arithmetic mean	Bronchoconstriction accompanied by symptoms that may include wheezing, shortness of breath and chest tightness, during exercise or physical activity in person with asthma

Air Pollutant	Concentration/Averaging Time		Most Relevant Health Effects
	State Standard	Federal Primary Standard	
Respirable Particulate Matter (PM_{10})	50 μg/m^3, 24-hr avg. 20 μg/m^3, annual arithmetic mean	150 μg/m^3, 24-hr average	(a) Exacerbation of symptoms in sensitive patients with respiratory or cardiovascular disease; (b) Declines in pulmonary function growth in children; and (c) Increased risk of premature death from heart or lung diseases in the elderly
Fine Particulate Matter ($PM_{2.5}$)	12 μg/m^3, annual arithmetic mean	15 μg/m^3, annual arithmetic mean (three-year average) 35 μg/m^3, 24-hr avg. (three-year average of 98th percentile)	(a) Exacerbation of symptoms in sensitive patients with respiratory or cardiovascular disease; (b) Declines in pulmonary function growth in children; and (c) Increased risk of premature death from heart or lung diseases in the elderly
Lead[2,3]	1.5 μg/m^3, 30-day avg.	1.5 μg/m^3, calendar quarterly avg. 0.15 μg/m^3, rolling three month average	(a) Increased body burden; and (b) Impairment of blood formation and nerve conduction
Sulfates	25 μg/m^3, 24-hr avg.	None	(a) Decrease in ventilatory function; (b) Aggravation of asthmatic symptoms; (c) Aggravation of cardio-pulmonary disease; (d) Vegetation damage; (e) Degradation of visibility; and (f) Property damage
Visibility-Reducing Particles	Reduction of visual range to less than 10 miles at relative humidity less than 70%, 8-hour avg. (10:00 AM–6:00 PM)	None	Visibility impairment on days when relative humidity is less than 70 percent
Hydrogen Sulfide	0.03 ppm, 1-hr avg.	None	Odor annoyance
Vinyl Chloride[2]	0.01 ppm, 24-hr avg.	None	Known carcinogen

μg/m3 = microgram per cubic meter.
ppm = parts per million by volume.
Source: South Coast Air Quality Management District, Final Program Environmental Impact Report for the 2007 Air Quality Management Plan*, (2007) Table 3.1-1, p. 3.1-3.*

[1] *On March 12, 2008, the US EPA revised the federal ozone standard from 0.08 ppm to 0.075 ppm. The standard became effective on May 27, 2008.*

[2] *CARB has identified lead and vinyl chloride as "toxic air contaminants" with no threshold level of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.*

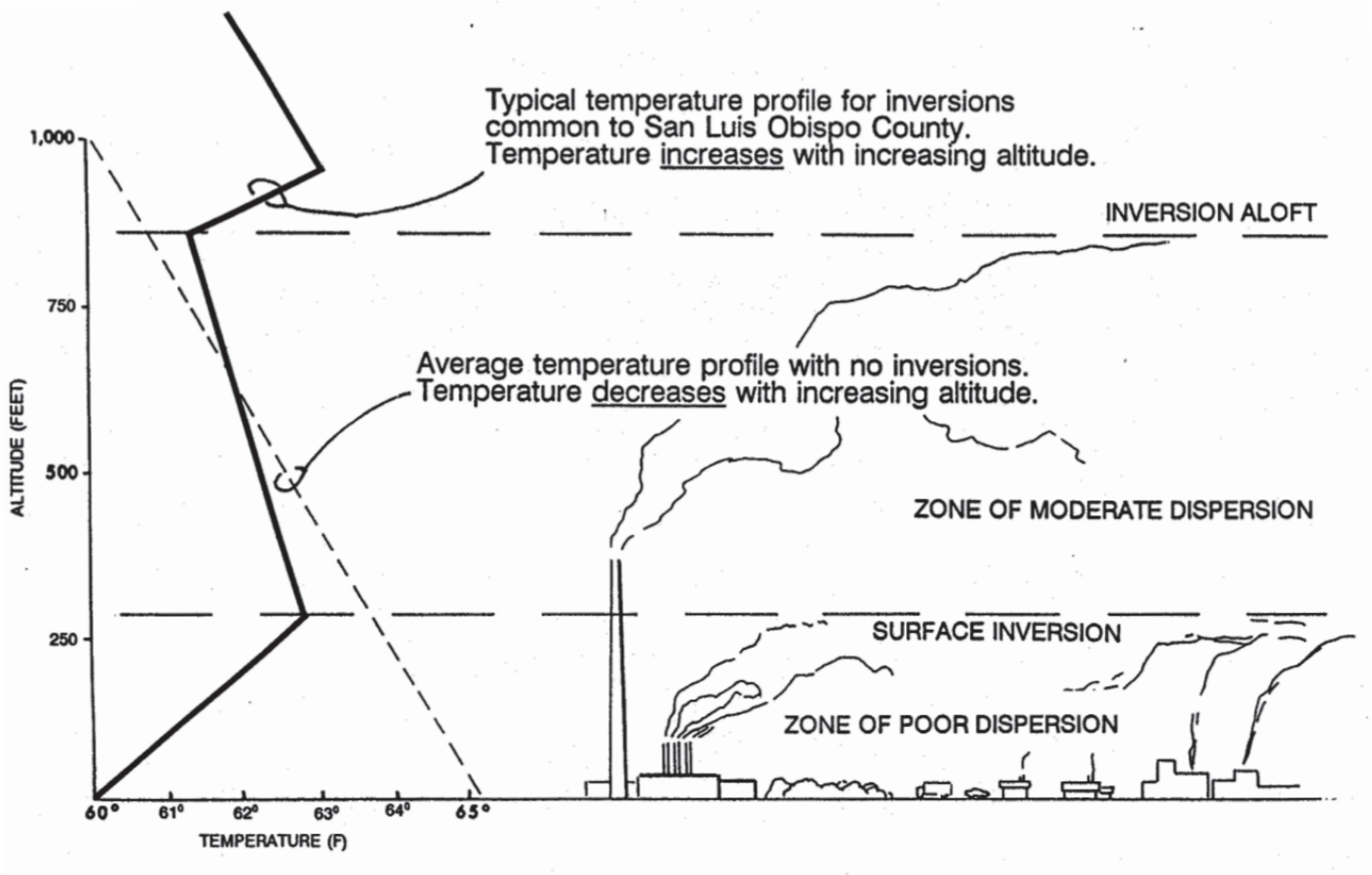
[3] *On October 15, 2008, the US EPA promulgated a new federal lead standard of 0.15 μg/m^3 based on a three-month rolling average.*

Generally, the sources for hydrogen sulfide emissions include decomposition of human and animal wastes and industrial activities, such as food processing, coke ovens, kraft paper mills, tanneries, and petroleum refineries. There are no such uses or sources proposed within the specific plan area. Similarly, the sources for vinyl chloride emissions include manufacturing of plastic products, hazardous waste sites, and landfills, and there are no such uses or sources proposed with the specific plan area. As a result, there is no need for any further evaluation of the hydrogen sulfide or vinyl chloride. In addition, according to the California Air Resources Board (CARB), the County meets the standards for sulfates, hydrogen sulfide, and lead. Accordingly, this air quality analysis will focus primarily on the criteria air pollutants identified above, excluding lead.

In addition to criteria pollutants, CARB periodically assesses levels of toxic air contaminants (TACs) in the state. "TAC" is defined under California Health and Safety Code Section 39655:

> *"Toxic air contaminant" means an air pollutant which may cause or contribute to an increase in mortality or in serious illness, or which may pose a present or potential hazard to human health. A substance that is listed as a hazardous air pollutant pursuant to subsection (b) of Section 112 of the federal act (42 U.S.C. Sec. 7412(b)) is a toxic air contaminant.*

CARB has assessed inhalation cancer risk for the state and has provided risk maps based on the Assessment System for Population Exposure Nationwide (ASPEN) dispersion model. The ASPEN model is used in the United States Environmental Protection Agency's (US EPA) National Air Toxics Assessment study. The risk maps depict inhalation cancer risk due to modeled outdoor toxic pollutant levels, and do not account for cancer risk due to other types of exposure (i.e., direct or ingestion). Based on CARB's assessment, the largest contributors to inhalation cancer risk are diesel engines. The following figures show the regional trends in estimated outdoor inhalable cancer risk from toxic air contaminants in Central California for 1990, 2001, and 2010. CARB has implemented a diesel risk reduction plan with the goal of reducing diesel emissions by 75 percent by the year 2010 from year 2000 levels. The estimated risk assuming compliance with the diesel risk reduction plan is also provided in the following figures. (See **Figures 6.2-4** through **6.2-7, CARB Regional Trends in Estimated Outdoor Inhalable Cancer Risk**.)



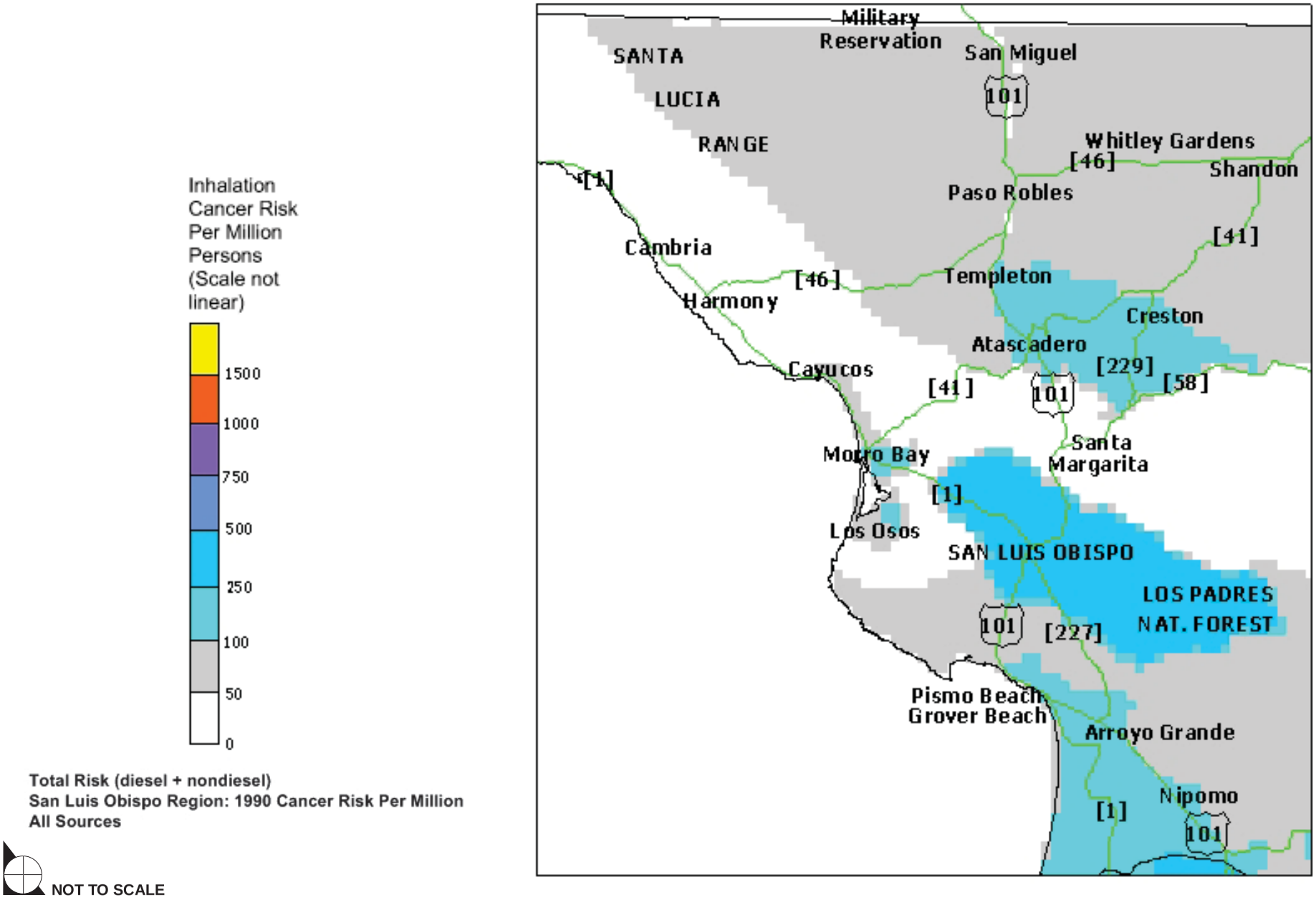
NOT TO SCALE

SOURCE: SLOCAPCD Clean Air Plan – 2001

FIGURE **6.2-3**

Inversion Characteristics

970-002•11/09

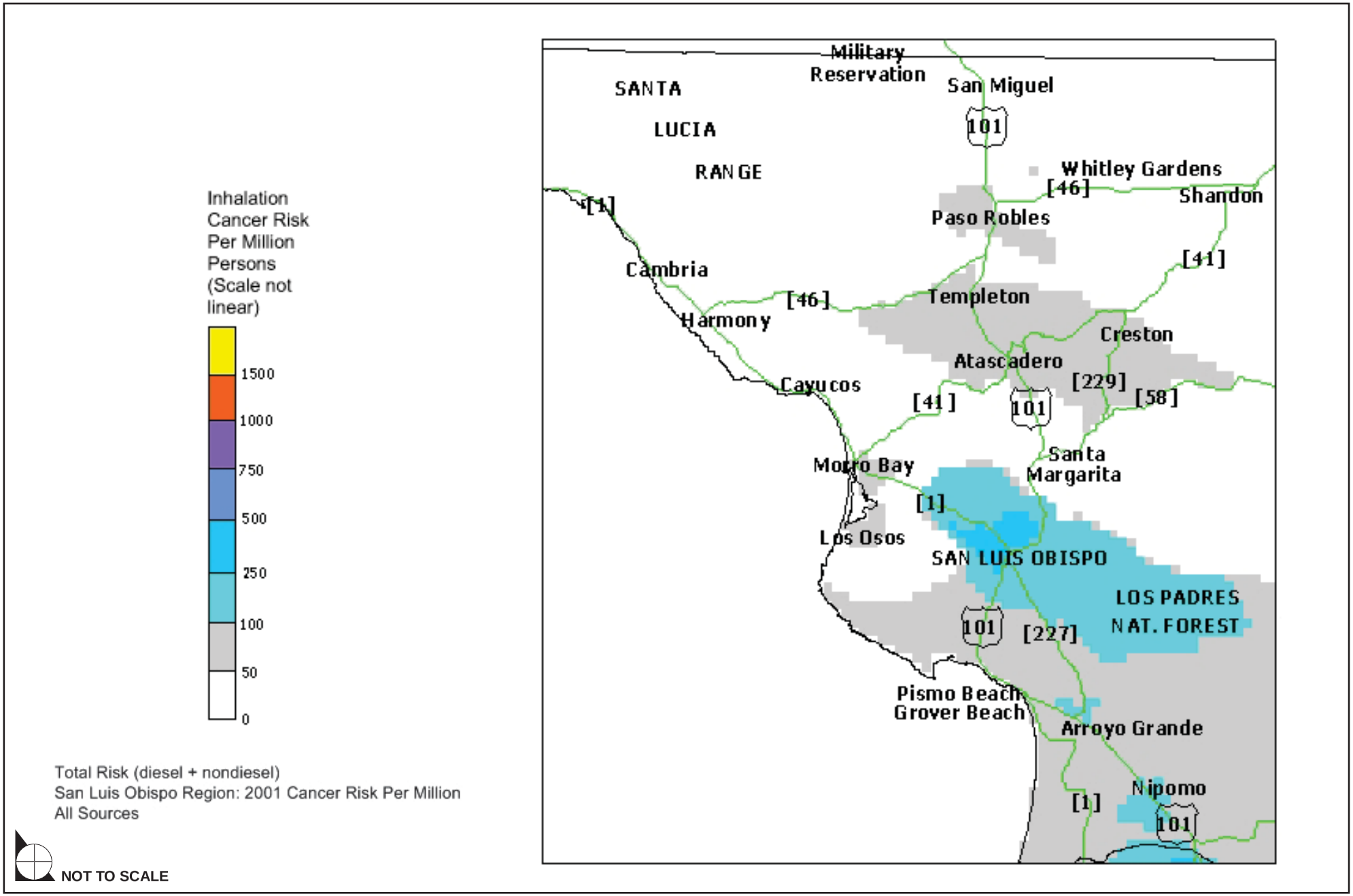


SOURCE: CARB – 2009

FIGURE **6.2-4**

CARB Regional Trends in Estimated Outdoor Inhalable Cancer Risk (1990)

970-002•11/09

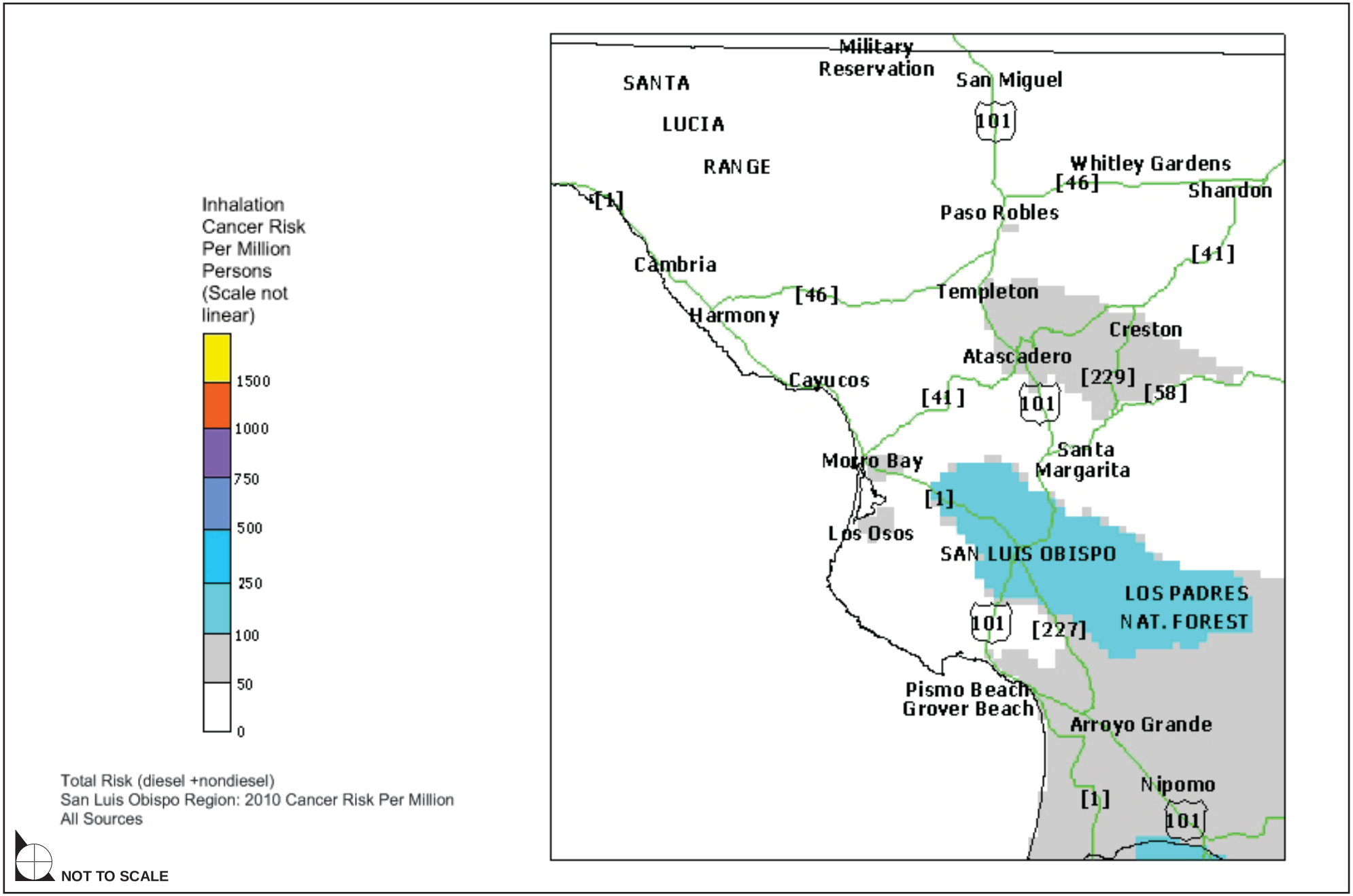


SOURCE: CARB – 2009

FIGURE **6.2-5**

CARB Regional Trends in Estimated Outdoor Inhalable Cancer Risk (2001)

970-002•11/09

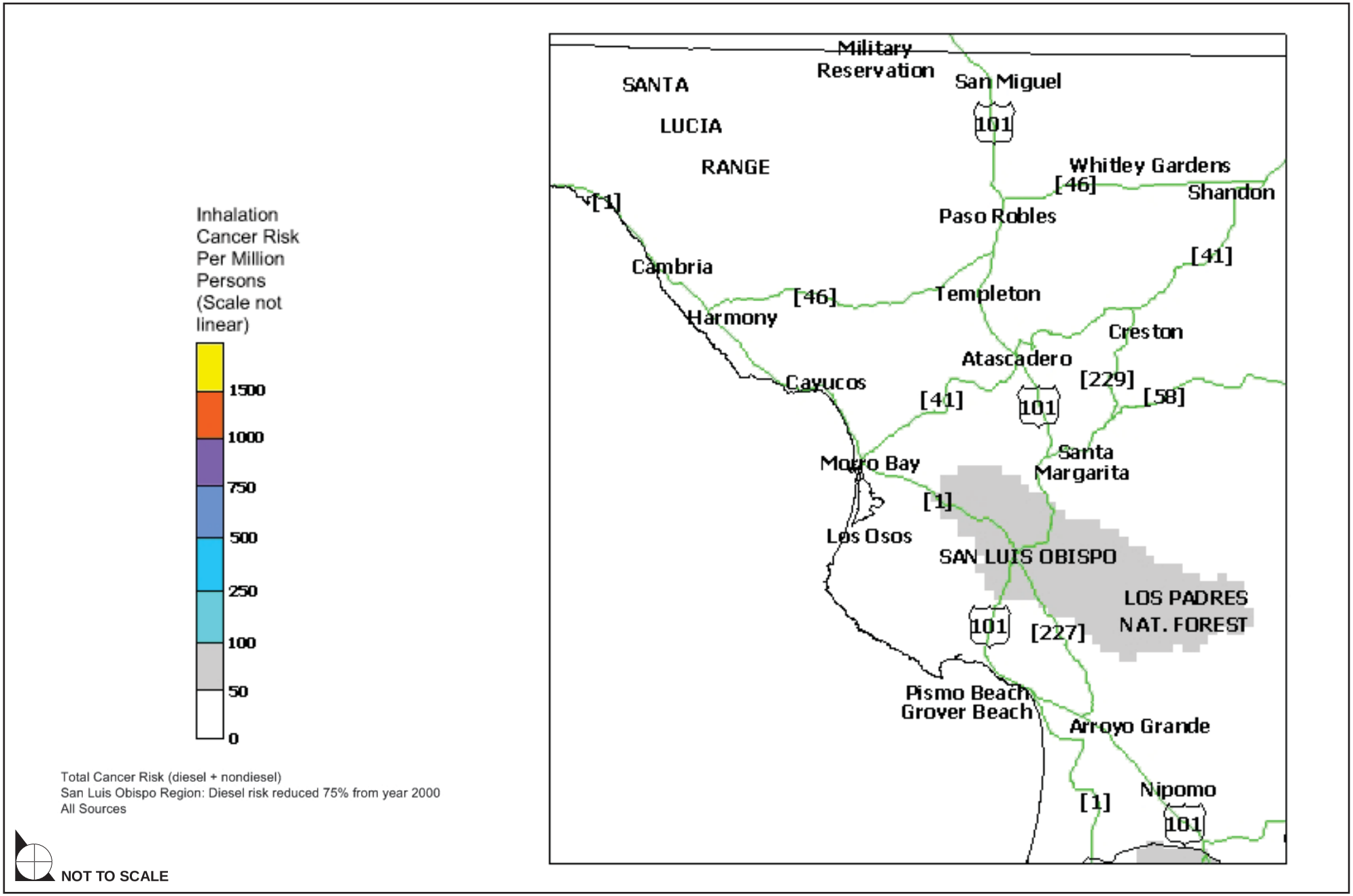


SOURCE: CARB – 2009

FIGURE **6.2-6**

CARB Regional Trends in Estimated Outdoor Inhalable Cancer Risk (2010)

970-002•11/09



SOURCE: CARB – 2009

FIGURE **6.2-7**

CARB Regional Trends in Estimated Outdoor Inhalable Cancer Risk (2010 with 75% Diesel Risk Reduction from year 2000)

6.2.1.4 Local Air Quality

To monitor the concentrations of the pollutants, the San Luis Obispo County Air Pollution Control District (SLOCAPCD) and CARB operate a series of air quality monitoring stations in the County. The nearest monitoring station to the specific plan area is located at 235 Santa Fe Avenue in Paso Robles, approximately 2 miles to the east. This station monitors ambient concentrations of O_3 and PM_{10}. The nearest station that monitors pollutant concentrations of NO_2 and $PM_{2.5}$ is located at 6005 Lewis Avenue in Atascadero, approximately 10 miles to the south. The Atascadero station last monitored CO in 2004. Presently, no station in the County monitors ambient concentrations of CO. The only monitoring station in the County that measures SO_2 is located at 1300 Guadalupe Road in Nipomo, just over 40 miles to the south.

Table 6.2-2, Ambient Pollutant Concentrations, lists the highest ambient pollutant concentrations registered for each pollutant of concern at the monitoring stations described above. The number of violations of the CAAQS and NAAQS that have occurred at the aforementioned monitoring stations from 2003 through 2007 (the most recent years for which data is available) are also shown. The data indicates that region has registered values above the CAAQS and NAAQS for O_3 and the state standard for $PM_{2.5}$. Concentrations of other pollutants have not been exceeded from 2003 through 2007.

6.2.1.5 Global Climate Change

Background

"Global climate change" refers to any significant change in climate measurements, such as temperature, precipitation, or wind, lasting for an extended period (i.e., decades or longer).[6] Climate change may result from:

- natural factors, such as changes in the sun's intensity or slow changes in the Earth's orbit around the Sun;
- natural processes within the climate system (e.g., changes in ocean circulation, reduction in sunlight from the addition of greenhouse gases (GHGs) and other gases to the atmosphere from volcanic eruptions); and
- human activities that change the atmosphere's composition (e.g., through burning fossil fuels) and the land surface (e.g., deforestation, reforestation, urbanization, desertification).

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6 US Environmental Protection Agency, "Glossary of Climate Change Terms," http://www.epa.gov/climatechange/glossary.html#Climate_change. 2008.

Table 6.2-2
Ambient Pollutant Concentrations

Pollutant	Standards[1, 2]	Year 2003	2004	2005	2006	2007
OZONE (O_3)						
Maximum 1-hour concentration monitored (ppm)		0.095	0.080	0.099	0.088	0.085
Maximum 8-hour concentration monitored (ppm)		0.089	0.076	0.084	0.074	0.074
Number of days exceeding state 1-hour standard	0.090 ppm	1	0	1	0	0
Number of days exceeding state 8-hour standard	0.070 ppm	8	3	4	7	1
Number of days exceeding federal 8-hour standard[3]	0.075 ppm	1	0	0	0	0
CARBON MONOXIDE (CO)						
Maximum 1-hour concentration monitored (ppm)		1.9	2.1	NA	NA	NA
Maximum 8-hour concentration monitored (ppm)		1.5	1.2	NA	NA	NA
Number of days exceeding state 8-hour standard	9.0 ppm	0	0	NA	NA	NA
Number of days exceeding federal 8-hour standard	9 ppm	0	0	NA	NA	NA
NITROGEN DIOXIDE (NO_2)						
Maximum 1-hour concentration monitored (ppm)		0.063	0.063	0.052	0.056	0.046
Annual average concentration monitored (ppm)		0.009	0.008	0.007	0.009	0.009
Number of days exceeding state 1-hour standard[4]	0.18 ppm	0	0	0	0	0
PARTICULATE MATTER (PM_{10})						
Maximum 24-hour concentration monitored ($\mu g/m^3$)		51	42	45	62	44
Annual average concentration monitored ($\mu g/m^3$)		19.7	19	18.3	19.2	20.0
Number of samples exceeding state standard	50 $\mu g/m^3$	1	0	0	2	0
Number of samples exceeding federal standard	150 $\mu g/m^3$	0	0	0	0	0
PARTICULATE MATTER ($PM_{2.5}$)						
Maximum 24-hour concentration monitored ($\mu g/m^3$)		29.2	30.8	29.2	25.2	23.9
Annual average concentration monitored ($\mu g/m^3$)		8.1	8.3	7.4	8.5	8.0
Number of samples exceeding federal standard[5]	35 $\mu g/m^3$	0	0	0	0	0
SULFUR DIOXIDE (SO_2)						
Maximum 24-hour concentration monitored (ppm)		0.022	0.035	0.007	0.026	0.013
Number of samples exceeding 24-hour state standard	0.04 ppm	0	0	0	0	0
Number of samples exceeding federal 24-hour standard	0.14 ppm	0	0	0	0	0

Sources: US Environmental Protection Agency, "AirData," http://www.epa.gov/air/data/index.html. 2009.
California Air Resource Board, "Air Quality Data Statistics," http://www.arb.ca.gov/adam/welcome.html. 2009.
San Luis Obispo Air Pollution Control District, "Annual Report," http://www.slocleanair.org/air/annualreport.php. 2009.

1 *Parts by volume per million of air (ppm), micrograms per cubic meter of air ($\mu g/m^3$), or annual arithmetic mean (aam).*

2 *Federal and state standards are for the same period as the maximum concentration measurement unless otherwise indicated.*

3 *The US EPA revised the federal 8-hour O_3 standard from 0.08 ppm to 0.075 ppm, effective May 27, 2008. The statistics are based on the standard in effect at the time.*

4 *CARB revised the state 1-hour NO_2 standard from 0.25 ppm to 0.18 ppm, effective March 20, 2008. The statistics are based on the standard in effect at the time.*

5 *The US EPA revised the federal 24-hour $PM_{2.5}$ standard from 65 $\mu g/m^3$ to 35 $\mu g/m^3$ in 2006. The statistics are based on the standard in effect at the time.*

The natural process through which heat is retained in the troposphere[7] is called the "greenhouse effect." The greenhouse effect traps heat in the troposphere through a threefold process as follows: (1) short-wave radiation in the form of visible light emitted by the Sun is absorbed by the Earth as heat; (2) long-wave radiation re-emitted by the Earth; and (3) GHGs in the atmosphere absorbing or trapping the long-wave radiation and re-emitting it back towards the Earth and into space. This third process is the focus of current climate change actions.

While water vapor and carbon dioxide (CO_2) are the most abundant GHG, other trace GHGs have a greater ability to absorb and re-radiate long-wave radiation. To gauge the potency of GHGs, scientists have established a Global Warming Potential (GWP) for each GHG based on its ability to absorb and re-emit long-wave radiation over a specific period. The GWP of a gas is determined using CO_2 as the reference gas with a GWP of 1 over 100 years. For example, a gas with a GWP of 10 is 10 times more potent than CO_2 over 100 years. The use of GWP allows GHG emissions to be reported using CO_2 as a baseline. The sum of each GHG multiplied by its associated GWP is referred to as carbon dioxide equivalents (CO_2e). This essentially means that 1 metric ton of a GHG with a GWP of 10 has the same climate change impacts as 10 metric tons of CO_2.

The primary effect of global climate change has been a rise in the average global tropospheric temperature of 0.2° Celsius per decade, determined from meteorological measurements world-wide between 1990 and 2005.[8] Climate change modeling using 2000 emission rates shows that further warming is likely to occur, which would induce further changes in the global climate system during the current century.[9] Changes to the global climate system and ecosystems and to California could include:

- declining sea ice and mountain snowpack levels, thereby increasing sea levels and sea surface evaporation rates with a corresponding increase in tropospheric water vapor due to the atmosphere's ability to hold more water vapor at higher temperatures;[10]
- rising average global sea levels primarily due to thermal expansion and the melting of glaciers, ice caps, and the Greenland and Antarctic ice sheets;[11]

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7 The troposphere is the bottom layer of the atmosphere, which varies in height from the Earth's surface to 10 to 12 kilometers.

8 Intergovernmental Panel on Climate Change, "Climate Change 2007: The Physical Science Basis, Summary for Policymakers," http://ipcc-wg1.ucar.edu/wg1/docs/WG1AR4_SPM_PlenaryApproved.pdf. 2007.

9 Intergovernmental Panel on Climate Change, "Climate Change 2007: The Physical Science Basis, Summary for Policymakers," http://ipcc-wg1.ucar.edu/wg1/docs/WG1AR4_SPM_PlenaryApproved.pdf. 2007.

10 Intergovernmental Panel on Climate Change, "Climate Change 2007: The Physical Science Basis, Summary for Policymakers," http://ipcc-wg1.ucar.edu/wg1/docs/WG1AR4_SPM_PlenaryApproved.pdf. 2007.

11 Intergovernmental Panel on Climate Change, "Climate Change 2007: The Physical Science Basis, Summary for Policymakers," http://ipcc-wg1.ucar.edu/wg1/docs/WG1AR4_SPM_PlenaryApproved.pdf. 2007.

- changing weather patterns, including changes to precipitation, ocean salinity, and wind patterns, and more energetic aspects of extreme weather including droughts, heavy precipitation, heat waves, extreme cold, and the intensity of tropical cyclones;[12]
- declining Sierra snowpack levels, which account for approximately half of the surface water storage in California, by 70 percent to as much as 90 percent over the next 100 years;[13]
- increasing the number of days conducive to ozone formation by 25 to 85 percent (depending on the future temperature scenario) in high ozone areas located in the Southern California area and the San Joaquin Valley by the end of the 21st century;[14]
- increasing the potential for erosion of California's coastlines and sea water intrusion into the Sacramento and San Joaquin Delta and associated levee systems due to the rise in sea level;[15]
- increasing pest infestation making California more susceptible to forest fires;[16] and
- increasing the demand for electricity by 1 to 3 percent by 2020 due to rising temperatures resulting in hundreds of millions of dollars in extra expenditures.[17]

Greenhouse Gases

State law defines GHGs to include the following compounds:[18]

- **Carbon Dioxide (CO_2)**. CO_2 is primarily generated from fossil fuel combustion from stationary and mobile sources. CO_2 is the most widely emitted GHG and is the reference gas (GWP of 1) for determining the GWPs of other GHGs.
- **Methane (CH_4)**. Methane is emitted from biogenic sources (i.e., resulting from the activity of living organisms), incomplete combustion in forest fires, landfills, manure management, and leaks in natural gas pipelines. The GWP of methane is 21.

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12 Intergovernmental Panel on Climate Change, "Climate Change 2007: The Physical Science Basis, Summary for Policymakers," http://ipcc-wg1.ucar.edu/wg1/docs/WG1AR4_SPM_PlenaryApproved.pdf. 2007.

13 California Environmental Protection Agency, Climate Action Team, *Climate Action Team Report to Governor Schwarzenegger and the Legislature*, (2006).

14 California Environmental Protection Agency, Climate Action Team, *Climate Action Team Report to Governor Schwarzenegger and the Legislature*, (2006).

15 California Environmental Protection Agency, Climate Action Team, *Climate Action Team Report to Governor Schwarzenegger and the Legislature*, (2006).

16 California Environmental Protection Agency, Climate Action Team, *Climate Action Team Report to Governor Schwarzenegger and the Legislature*, (2006).

17 California Environmental Protection Agency, Climate Action Team, *Climate Action Team Report to Governor Schwarzenegger and the Legislature*, (2006).

18 All Global Warming Potentials are given as 100-year values. Unless noted otherwise, all Global Warming Potentials were obtained from the Intergovernmental Panel on Climate Change. *Climate Change 1995: The Science of Climate Change – Contribution of Working Group I to the Second Assessment Report of the Intergovernmental Panel on Climate Change*. Cambridge (UK): Cambridge University Press, 1996.

- **Nitrous Oxide (N_2O)**. Is produced by human-related sources including agricultural soil management, animal manure management, sewage treatment, mobile and stationary combustion of fossil fuel, adipic acid production, and nitric acid production. The GWP of nitrous oxide is 310.

- **Hydrofluorocarbons (HFCs)**. HFCs typically are used as refrigerants in both stationary refrigeration and mobile air conditioning. The use of HFCs for cooling and foam-blowing is growing particularly as the continued phase-out of chlorofluorocarbons (CFCs) and hydrochlorofluorocarbons (HCFCs) gains momentum. The GWPs of HFCs ranges from 140 for HFC-152a to 6,300 for HFC-236fa.

- **Nitrogen Trifluoride (NF_3).** Nitrogen trifluoride is one of several gases used during the manufacture of liquid crystal flat-panel displays, thin-film solar cells, and microcircuits. The GWPs of NF_3 is 17,200.

- **Perfluorocarbons (PFCs)**. Perfluorocarbons are compounds consisting of carbon and fluorine. They are primarily created as a byproduct of aluminum production and semiconductor manufacturing. Perfluorocarbons are potent GHGs with a GWP several thousand times that of carbon dioxide, depending on the specific PFC. Another area of concern regarding PFCs is their long atmospheric lifetime (up to 50,000 years).[19] The GWPs of PFCs range from 5,700 to 11,900.

- **Sulfur Hexafluoride (SF_6)**. Sulfur hexafluoride is a colorless, odorless, nontoxic, nonflammable gas. It is most commonly used as an electrical insulator in high voltage equipment that transmits and distributes electricity. Sulfur hexafluoride has a GWP of 23,900. However, it is not prevalent in the atmosphere (4 parts per trillion [ppt] in 1990 versus 365 parts per million [ppm] of CO_2).[20]

Contributions to Greenhouse Gas Emissions

Global

Man-made GHG emissions as of 2005, the latest year for which global data are available, totaled approximately 37,408 million metric tons of CO_2e ($MMTCO_2e$).[21] The GHG emissions presented in **Table 6.2-3, Top Five GHG Producer Countries and the European Union**, are based on 2005 global inventory data, which are the most currently available data. The top five countries and the European Union accounted for approximately 52 percent of the global GHG emissions in 2005.

United States

As noted in **Table 6.2-3**, the United States was the number two emitter of global GHG emissions as of 2005. The primary GHG emitted by human activities in the United States was CO_2, representing

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19 Energy Information Administration, "Other Gases: Hydrofluorocarbons, Perfluorocarbons, and Sulfur Hexafluoride," http://www.eia.doe.gov/oiaf/1605/gg00rpt/other_gases.html. n.d.

20 US Environmental Protection Agency, "High GWP Gases and Climate Change," http://www.epa.gov /highgwp/scientific.html#sf6. n.d.

21 World Resources Institute, "Climate Analysis Indicators Tool (CAIT)," http://cait.wri.org/. 2009. Excludes emissions and removals from land use, land-use change and forestry (LULUCF).

approximately 84 percent of total GHG emissions.[22] Carbon dioxide from fossil fuel combustion, the largest source of US GHG emissions, accounted for approximately 80 percent.[23]

Table 6.2-3
Top Five GHG Producer Countries and the European Union

Emitting Countries	GHG Emissions ($MMTCO_2e$)
China	7,250
United States	7,098
European Union (EU), 27 Member States	5,342
Russian Federation	1,992
India	1,863
Japan	1,383
Total	**24,928**

Source: World Resources Institute, "Climate Analysis Indicators Tool (CAIT)," http://cait.wri.org/. 2009. Excludes emissions and removals from land use, land-use change, and forestry (LULUCF).

State of California

CARB compiles GHG inventories for the State of California. Based upon the 2006 GHG inventory data (i.e., the latest year for which data are available) for the 2000–2006 greenhouse gas emissions inventory, California emitted 484 $MMTCO_2e$ *including* emissions resulting from imported electrical power in 2006.[24] Based on the CARB inventory data and GHG inventories compiled by the World Resources Institute, California's total statewide GHG emissions rank second in the United States (Texas is number one) with emissions of 434 $MMTCO_2e$ *excluding* emissions related to imported power.[25]

A California Energy Commission emissions inventory report placed CO_2 produced by fossil fuel combustion in California as the largest source of California's GHG emissions in 2004, accounting for 80 percent of the total GHG emissions.[26] Emissions of CO_2 from other sources contributed 3.1 percent of the total GHG emissions; methane emissions 6.4 percent; nitrous oxide emissions 7.6 percent; and the

22 US Environmental Protection Agency, "Inventory of US Greenhouse Gas Emissions and Sinks 1990-2006," http://www.epa.gov/climatechange/emissions/usinventoryreport.html. 2008.

23 US Environmental Protection Agency, "Inventory of US Greenhouse Gas Emissions and Sinks 1990-2006," http://www.epa.gov/climatechange/emissions/usinventoryreport.html. 2008.

24 California Air Resources Board, "California Greenhouse Gas 2000–2006 Inventory by Scoping Plan Category - Summary," http://www.arb.ca.gov/cc/inventory/data/data.htm. 2009.

25 California Air Resources Board, "California Greenhouse Gas 2000–2006 Inventory by Scoping Plan Category - Summary," http://www.arb.ca.gov/cc/inventory/data/data.htm. 2009.

26 California Energy Commission, "Revisions to the 1990-2004 Greenhouse Gas Emissions Inventory Report, Published in December 2006," http://www.energy.ca.gov/2006publications/CEC-600-2006-013/2007-01-23_GHG_INVENTORY_REVISIONS.PDF. 2007.

remaining 3.2 percent was composed of emissions of high-GWP gases.[27] These high-GWP gases are largely composed of refrigerants, with small contributions of SF_6 used in connection with insulating materials for electricity transmission and distribution.

The primary contributors to GHG emissions in California are transportation, electric power production from both in-state and out-of-state sources, industry, agriculture and forestry, and other sources, which include commercial and residential activities. **Table 6.2-4, GHG Emissions in California**, provides a summary of GHG emissions reported in California in 1990 and 2006 separated by categories defined by the United Nations Intergovernmental Panel on Climate Change (IPCC).

Between 1990 and 2006, the population of California grew by approximately 7.3 million (from 29.8 to 37.1 million).[28] This represents an increase of approximately 24.5 percent from 1990 population levels. In addition, the California economy, measured as gross state product, grew from $788 billon in 1990 to $1.7 trillion in 2006 representing an increase of approximately 116 percent (over twice the 1990 gross state product).[29] Despite the population and economic growth, California's net GHG emissions only grew by approximately 12 percent. The California Energy Commission attributes the slow rate of growth to the success of California's renewable energy programs and its commitment to clean air and clean energy.[30]

Global Ambient CO_2 Concentrations

Air trapped by ice has been extracted from core samples taken from polar ice sheets to determine the global atmospheric variation of carbon dioxide, methane, and nitrous oxide from before the start of the industrialization, around 1750, to over 650,000 years ago. For that period, it was found that carbon dioxide concentrations ranged from 180 ppm to 300 ppm. For the period from around 1750 to the present, global carbon dioxide concentrations increased from a pre-industrialization period concentration of 280 ppm to 379 ppm in 2005, with the 2005 value far exceeding the upper end of the pre-industrial period range.[31] Global methane and nitrous oxide concentrations show similar increases for the same period (see **Table 6.2-5, Comparison of Global Pre-Industrial and Current GHG Concentrations**).

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27 California Energy Commission, "Revisions to the 1990-2004 Greenhouse Gas Emissions Inventory Report, Published in December 2006," http://www.energy.ca.gov/2006publications/CEC-600-2006-013/2007-01-23_GHG_INVENTORY_REVISIONS.PDF. 2007.

28 US Census Bureau, "Data Finders," http://www.census.gov/. 2009; California Department of Finance, "E-5 City/County Population and Housing Estimates, 2008, Revised 2001-2007, with 2000 Benchmark," http://www.dof.ca.gov/research/demographic/reports/estimates/e-5_2001-06/. 2008.

29 California Department of Finance, "Financial & Economic Data: Gross Domestic Product, California," http://www.dof.ca.gov/HTML/FS_DATA/LatestEconData/FS_Misc.htm. 2009. Amounts are based on current dollars as of the data of the report (June 2, 2009).

30 California Energy Commission, Inventory of California Greenhouse Gas Emissions and Sinks 1990 to 2004, (2006).

31 California Energy Commission, Inventory of California Greenhouse Gas Emissions and Sinks 1990 to 2004, (2006).

Table 6.2-4
GHG Emissions in California

Source Category	1990 (MMTCO$_2$e)	Percent of Total	2006 (MMTCO$_2$e)	Percent of Total
ENERGY	**386.41**	**89.2%**	**419.32**	**86.7%**
Energy Industries	157.33	36.3%	160.82	33.2%
Manufacturing Industries & Construction	24.24	5.6%	19.03	3.9%
Transport	150.02	34.6%	184.78	38.2%
Other (Residential/Commercial/Institutional)	48.19	11.1%	48.36	10.0%
Non-Specified	1.38	0.3%	0.00	0.0%
Fugitive Emissions from Oil & Natural Gas	2.94	0.7%	3.25	0.7%
Fugitive Emissions from Other Energy Production	2.31	0.5%	2.03	0.4%
INDUSTRIAL PROCESSES & PRODUCT USE	**18.34**	**4.2%**	**30.22**	**6.2%**
Mineral Industry	4.85	1.1%	5.92	1.2%
Chemical Industry	2.34	0.5%	0.37	0.1%
Non-Energy Products from Fuels & Solvent Use	2.29	0.5%	1.85	0.4%
Electronics Industry	0.59	0.1%	0.77	0.2%
Substitutes for Ozone Depleting Substances	0.04	0.0%	13.38	2.8%
Other Product Manufacture and Use	3.18	0.7%	1.67	0.3%
Other	5.05	1.2%	6.25	1.3%
AGRICULTURE, FORESTRY, & OTHER LAND USE	**19.11**	**4.4%**	**25.10**	**5.2%**
Livestock	11.67	2.7%	15.68	3.2%
Land	0.19	0.0%	0.19	0.0%
Aggregate Sources & Non-CO$_2$ Sources on Land	7.26	1.7%	9.24	1.9%
WASTE	**9.42**	**2.2%**	**9.23**	**1.9%**
Solid Waste Disposal	6.26	1.4%	6.31	1.3%
Wastewater Treatment & Discharge	3.17	0.7%	2.92	0.6%
EMISSIONS SUMMARY				
Gross California Emissions	433.29		483.87	
Sinks from Forests and Rangelands	-6.69		-4.07	
Net California Emissions	426.60		479.80	

Sources:
[1] *California Air Resources Board, "California Greenhouse Gas 1990-2004 Inventory by IPCC Category - Summary," http://www.arb.ca.gov/cc/inventory/archive/archive.htm. 2007.*
[2] *California Air Resources Board, "California Greenhouse Gas 2000-2006 Inventory by IPCC Category - Summary," http://www.arb.ca.gov/cc/inventory/data/data.htm. 2009.*

Table 6.2-5
Comparison of Global Pre-Industrial and Current GHG Concentrations

Greenhouse Gas	Early Industrial Period Concentrations (ppm)	Natural Range for Last 650,000 Years (ppm)	2005 Concentrations (ppm)
Carbon Dioxide (CO_2)	280	180 to 300	379
Methane (CH_4)	715	320 to 790	1774
Nitrous Oxide (N_2O)	270	NA	319

Source: Intergovernmental Panel on Climate Change, Climate Change 2007: The Physical Science Basis, Summary for Policymakers, *(2007).*

6.2.2 REGULATORY FRAMEWORK

6.2.2.1 Federal (Air Quality)

The US EPA is responsible for setting and enforcing the federal Clean Air Act (CAA) and the for criteria pollutants. The US EPA regulates emission sources that are under the exclusive authority of the federal government, such as aircraft, ships, and certain locomotives. The US EPA also maintains jurisdiction over emissions sources outside state waters (outer continental shelf), and establishes various emissions standards for vehicles sold in states other than California. These standards identify levels of air quality for seven criteria pollutants: O_3, CO, NO_2, SO_2, PM_{10}, $PM_{2.5}$, and lead. The prescribed levels are considered to be the maximum levels of ambient (background) air pollutants determined to be safe (with an adequate margin of safety) for the public health and welfare.

As part of its enforcement responsibilities, the US EPA requires each state with areas that do not meet the federal standards to prepare and submit a State Implementation Plan (SIP) that demonstrates the means to attain the federal standards. The SIP must integrate federal, state, and local plan components and regulations to identify specific measures to reduce pollution, using a combination of performance standards and market-based programs within the time frame identified in the SIP. The *City of Paso Robles General Plan* and Municipal Code are the regulatory mechanisms by which the City conforms to US EPA regulations, including the SIP.

The 1990 Clean Air Act Amendments (CAAA) were enacted to better protect the public's health and create more efficient methods of lowering pollutant emissions. The major areas of improvement addressed in the amendments include NAAQS, air basin designations, automobile/heavy-duty engine emissions, and toxic air pollutants. The US EPA designates air basins as being in attainment or

nonattainment for each of the seven criteria pollutants. Nonattainment air basins for ozone are further ranked (marginal, moderate, serious, severe, or extreme) according to the degree of nonattainment. CARB is required to describe in its SIP how the state will achieve federal standards by specified dates for each air basin that has failed to attain a NAAQS for any criteria pollutant. The San Luis Obispo County portion of the SIP consists of the SLOCAPCD *2001 Clean Air Plan*,[32] *Particulate Matter Report*,[33] and the *California Environmental Quality Act (CEQA) Air Quality Handbook*.[34] The extent of a given SIP depends on the severity of the air quality condition within the state or a specific air basin. The San Luis Obispo County portion of the SCCAB is classified by the US EPA as attainment/unclassifiable for the all criteria pollutants.[35]

The status of the San Luis Obispo County portion of the SCCAB with respect to attainment with the NAAQS is summarized in **Table 6.2-6, National Ambient Air Quality Standards and Status – South Central Coast Air Basin (San Luis Obispo County)**.

Table 6.2-6
National Ambient Air Quality Standards and Status
South Central Coast Air Basin (San Luis Obispo County)

Pollutant	Averaging Time	Designation/Classification
Ozone (O_3)	8 hour	Attainment/Unclassifiable
Carbon Monoxide (CO)	1 hour, 8 hour	Attainment/Unclassifiable
Nitrogen Dioxide (NO_2)	Annual Arithmetic Mean	Attainment/Unclassifiable
Sulfur Dioxide (SO_2)	24 hour, Annual Arithmetic Mean	Attainment/Unclassifiable
Respirable Particulate Matter (PM_{10})	24 hour	Attainment/Unclassifiable
Fine Particulate Matter ($PM_{2.5}$)	24 hour, Annual Arithmetic Mean	Attainment/Unclassifiable
Lead (Pb)[1]	Calendar Quarter, Rolling three-month period	Attainment

Source: US Environmental Protection Agency, "Region 9: Air Programs, Air Quality Maps," http://www.epa.gov/region /air/maps/r9_o38hr.html. 2009.

[1] *The US Environmental Protection Agency issued a final rule on October 15, 2008 promulgating a 0.15 μg/m³ standard averaged over a rolling three-month period. Based on 2005–2007 monitoring data, California has not exceeded this new standard anywhere. The US EPA will make final designations no later than October 2010. The designation listed in this table is based on the previous standard.*

32 San Luis Obispo County Air Pollution Control District, *2001 Clean Air Plan*, (2001).

33 San Luis Obispo County Air Pollution Control District, Particulate Matter Report: Implementation of SB 656 Requirements, (2005),

34 San Luis Obispo County Air Pollution Control District, *CEQA Air Quality Handbook*, (2009).

35 US Environmental Protection Agency, Region 9 – Air, "Attainment Designations for the 1997 8-hour Ozone Standard," May 2008.

In response to rapid population growth and the associated rise in motor vehicle operations, the 1990 CAAA addressed tailpipe emissions from automobiles, heavy-duty engines, and diesel fuel engines. The amendments established more stringent standards for hydrocarbons, NO_X, and CO emissions in order to reduce the ozone and carbon monoxide levels in heavily populated areas. Under the 1990 CAAA, new fuels were required to be less volatile, contain less sulfur (regarding diesel fuel), and have higher levels of oxygenates (oxygen-containing substances to improve fuel combustion). The US EPA also has regulatory and enforcement jurisdiction over emission sources beyond state waters (outer continental shelf), and those that are under the exclusive authority of the federal government, such as aircraft, locomotives, and interstate trucking. Due to the lack of a substantial reduction in toxic emissions under the 1977 CAA, the 1990 CAAA listed 189 hazardous air pollutants (HAPs), which are carcinogenic, mutagenic, and/or reproductive toxicants, to be reduced. This program (the 1990 CAAA) impacts major stationary sources (greater than 10 tons/year) and area emissions sources requiring use of Maximum Achievable Control Technology (MACT) to reduce HAP emissions and their associated health impacts.

6.2.2.2 State and Regional Agencies (Air Quality)

California Air Resources Board

The California Air Resources Board, a branch of the California Environmental Protection Agency (Cal/EPA), oversees air quality planning and control throughout California. It is primarily responsible for ensuring the implementation of the California Clean Air Act (CCAA), meeting federal CAA planning requirements applicable to the state, and regulating emissions from motor vehicles and consumer products within the state. In addition, CARB also sets health-based air quality standards and control measures for TACs. Much of CARB's research goes toward automobile emissions, as they are primary contributor to air pollution in California. Under the CAA, CARB has the authority to establish more stringent standards for vehicles sold in California and for various types of equipment available commercially. It also sets fuel specifications to further reduce vehicular emissions.

The CCAA established a legal mandate for air basins to achieve the CAAQS by the earliest practical date. These standards exist for the same seven criteria pollutants as the federal CAA as well as sulfates, visibility-reducing particles, hydrogen sulfide, and vinyl chloride. The CAAQS are more stringent than the federal standards, particularly for PM_{10} and SO_2.

CARB supervises and supports the regulatory activities of local air quality districts as well as monitors ambient air quality itself. Health and Safety Code Section 39607(e) requires CARB to establish and periodically review area designation criteria. These designations criteria provide the basis for CARB to designate areas of the state as in attainment, nonattainment, or as unclassified according to state standards. In addition, Health and Safety Code Section 39608 requires CARB to use the designation

criteria to classify areas of California and to review those area designations on an annual basis. CARB makes area designations for 10 criteria pollutants: O_3, CO, NO_2, SO_2, PM_{10}, $PM_{2.5}$, sulfates, lead, hydrogen sulfide, and visibility-reducing particles.[36] The status of the SCCAB with respect to attainment with the CAAQS is summarized in **Table 6.2-7, California Ambient Air Quality Standards and Status – South Central Coast Air Basin (San Luis Obispo County)**. San Luis Obispo County is classified as a nonattainment area for the state ozone, and PM_{10} standards.

Table 6.2-7
California Ambient Air Quality Standards and Status
South Central Coast Air Basin (San Luis Obispo County)

Pollutant	Averaging Time	Designation/Classification
Ozone (O_3)	1 hour, 8 hour	Nonattainment[1]
Carbon Monoxide (CO)	1 hour, 8 hour	Attainment
Nitrogen Dioxide (NO_2)	1 hour	Attainment
Sulfur Dioxide (SO_2)	1 hour, 24 hour	Attainment
Respirable Particulate Matter (PM_{10})	24 hour, Annual Arithmetic Mean	Nonattainment
Fine Particulate Matter ($PM_{2.5}$)	Annual Arithmetic Mean	Attainment
Lead (Pb)[2]	30 Day Average	Attainment
Sulfates (SO_4)	24 hour	Attainment
Hydrogen Sulfide (H_2S)	1 hour	Attainment
Vinyl Chloride[2]	24 hour	Unclassified
Visibility-reducing Particles	8 hour (10:00 AM–6:00 PM)	Unclassified

Source: California Air Resources Board, "Area Designations Map/State and National," http://www.arb.ca.gov/research/aaqs/caaqs/caaqs.htm. 2009.

[1] *CARB has not issued area classifications based on the new state 8-hour standard. The previous classification for the 1-hour ozone standard was Severe.*

[2] *CARB has identified lead and vinyl chloride as "toxic air contaminants" with no threshold level of exposure for adverse health effects determined.*

36 California Air Resources Board, "Area Designations (Activities and Maps)," http://www.arb.ca.gov/desig/desig.htm. 2007. According to California Health and Safety Code §39608, "state board, in consultation with the districts, shall identify, pursuant to subdivision (e) of §39607, and classify each air basin which is in attainment and each air basin which is in nonattainment for any state ambient air quality standard." Section 39607(e) states that the State shall "establish and periodically review criteria for designating an air basin attainment or nonattainment for any state ambient air quality standard set forth in §70200 of Title 17 of the California Code of Regulations. California Code of Regulations, Title 17, §70200 does not include vinyl chloride; therefore, CARB does not make area designations for vinyl chloride.

San Luis Obispo Council of Governments

The San Luis Obispo Council of Governments (SLOCOG) is a council of governments for San Luis Obispo County. It is a regional planning agency and is the designated Regional Transportation Planning Agency and Metropolitan Planning Agency and serves as a forum for regional issues relating to transportation, the economy and community development, and the environment. Although SLOCOG is not an air quality management agency, it is responsible for developing transportation, land use, and energy conservation measures that affect air quality. The organization also promotes using carpools, buses, trains, and other alternative forms of transportation throughout the region. The SLOCOG *Regional Transportation Plan*[37] (RTP) is a comprehensive plan guiding transportation policy for the region and makes recommendations concerning improvements to the existing transportation network of highways, transit, air and water, rail and bicycling. The RTP provides growth forecasts that are used in the development of air quality-related land use and transportation control strategies by the SLOCAPCD. The policies within the Regional Comprehensive Plan and Guide consider air quality, land use, transportation, and economic relationships by all levels of government.

6.2.2.3 Local Regulations (Air Quality)

San Luis Obispo County Air Pollution Control District

The management of air quality in the County is the responsibility of the SLOCAPCD. This responsibility was given to SLOCAPCD in 1970 when the state legislature placed the primary responsibility of controlling air pollution at the local level. The San Luis Obispo County Board of Supervisors then formed the SLOCAPCD, which was expanded in 1995 to include representation from all incorporated cities throughout the County. Currently the SLOCAPCD Board consists of 12 members, 5 County Supervisors and 1 city council member from each of the seven incorporated cities. The SLOCAPCD Board is the decision making body for the SLOCAPCD and is responsible for adopting rules, setting policies and providing direction on important air quality issues impacting the County.

The SLOCAPCD primarily regulates emissions from stationary sources such as manufacturing and power generation. Mobile sources such as buses, automotive vehicles, trains, and airplanes are largely out of the SLOCAPCD's jurisdiction and are up to CARB and the US EPA to regulate. In order to achieve air quality standards, the SLOCAPCD adopts a Clean Air Plan that serves as a guideline to bring pollutant concentrations into attainment with federal and state standards. The SLOCAPCD determines if certain rules and control measures are appropriate for their specific region according to technical feasibility, cost

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37 San Luis Obispo Council of Governments, Vision 2025: The 2005 Regional Transportation Plan for San Luis Obispo County, (2005).

effectiveness, and the severity of nonattainment. Once the SLOCAPCD has adopted the proper rules, control measures, and permit programs, it is responsible for implementing and enforcing compliance with those rules, control measures, and programs.

SLOCAPCD CEQA Air Quality Handbook

The SLOCAPCD adopted the updated *CEQA Air Quality Handbook* in 2009 to assist local government agencies and consultants in preparing environmental documents for projects subject to CEQA.[38] The handbook describes the criteria that SLOCAPCD uses when reviewing and commenting on the adequacy of environmental documents. The handbook recommends thresholds of significance in order to determine if a project will have a significant adverse environmental impact. Other important contents are methodologies for estimated project emissions and mitigation measures that can be taken to avoid or reduce air quality impacts.

When conducting a program-level environmental review, such as for a general plan, specific plan, or area plan, the handbook does not recommend a quantitative emissions analysis. Such quantitative analyses are only appropriate at the project level. Program-level environmental reviews are recommended to provide a qualitative analysis of the air quality impacts, including qualitative analyses for all proposed alternatives to be considered. The qualitative analysis should assess the consistency of the project with the transportation and land use planning strategies outlined in the SLOCAPCD's applicable Clean Air Plan (e.g., prevention of urban sprawl, reduced dependence on automobiles, etc.). A finding of significance should be made based on consistency with these strategies.

SLOCAPCD Clean Air Plan and Particulate Matter Report

Because the County is designated as nonattainment for the state ozone and PM_{10} standards, The SLOCAPCD is required to produce Clean Air Plans describing how air quality will be improved. The California Clean Air Act requires that these plans be updated in order to incorporate the most recent available technical information. Plan updates are necessary to ensure continued progress toward attainment of the CAAQS. A multi-level partnership of governmental agencies at the federal, state, regional, and local levels implement the programs contained in these plans. Agencies involved include the US EPA, CARB, local governments, SLOCOG, and the SLOCAPCD.

The SLOCAPCD is the agency responsible for preparing the Clean Air Plan for the County. The SLOCAPCD adopted the currently applicable 2001 Clean Air Plan in December 2001. The 2001 Clean Air Plan is the third update to the 1991 Clean Air Plan. The 1991 plan contained a comprehensive set of

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38 San Luis Obispo County Air Pollution Control District, *CEQA Air Quality Handbook*, (2009).

control measures designed to reduce ozone precursor emissions from a wide variety of stationary and mobile sources. The 1995 CAP was an extensive update of the 1991 plan, but with fewer control strategies recommended for adoption in response to changes in state law. The 2001 CAP, similar to the 1998 CAP, is primarily a continuation of the 1995 plan. The purpose of the 2001 CAP is to set forth a comprehensive program that will lead these areas into compliance with the state air quality planning requirements for ozone and PM_{10}. Because the County is designated a moderate nonattainment area for ozone, the CCAA required that the 2001 CAP include the following components:

- Application of Best Available Control Technology (BACT), and a District permitting program designed to allow no net increase in emissions from new or modified stationary sources that emit or have the potential to emit 25 tons per year or more of nonattainment pollutants or their precursors
- Application of BACT to existing sources that emit 5 tons or more per day, or 250 tons or more per year; application of Reasonably Available Control Technology (RACT) for all other existing emission sources
- Implementation of reasonably available transportation control measures sufficient to substantially reduce the growth rate of motor vehicle trips and miles traveled
- Development of control programs for area sources and indirect sources of emissions

In 2003, the California legislature enacted Senate Bill 656 (SB 656, Sher) required CARB, in consultation with local air districts, to adopt particulate matter reduction strategies for both PM_{10} and $PM_{2.5}$. The goal of SB 656 was to adopt particulate matter control strategies and an implementation schedule by July 31, 2005 to make progress towards attainment of the PM_{10} and $PM_{2.5}$ CAAQS and NAAQS. The SLOCAPCD adopted its *Particulate Matter Report Implementation of SB 656 Requirements* on July 27, 2005. Under SB 656, each air district is allowed to tailor its implementation schedule to its individual particulate matter problem. The SLOCAPCD *Particulate Matter Report* identifies control strategies for the following sources:

- Open Burning
- Refinery and Calciner Activities
- Particulate Exhaust Concentrations
- Storage, Handling, and Transport of Petroleum Coke Coal and Sulfur
- Fugitive Dust
- Unpaved and Paved Roads

Control strategies for these sources are scheduled to be adopted during the SLOCAPCD rule adoption process through year 2010, which includes public notice and review, explanatory workshops, public hearings for SLOCAPCD Governing Board consideration and approval, and CARB approval.

SLOCAPCD Rules and Regulations

The SLOCAPCD is responsible for limiting the amount of emissions that can be generated throughout the County by various stationary, area, and mobile sources. Specific rules and regulations have been adopted by the SLOCAPCD Governing Board that limit the emissions that can be generated by various uses/activities and that identify specific pollution reduction measures that must be implemented in association with various uses and activities. These rules not only regulate the emissions of the federal and state criteria pollutants but also toxic air contaminants and acutely hazardous materials. The rules are also subject to ongoing refinement by the SLOCAPCD.

Among the SLOCAPCD rules generally applicable to land use development projects are Rule 401 (Visible Emissions), Rule 402 (Nuisance), Rule 412 (Airborne Toxic Control Measures), Rule 428 (Control of Oxides of Nitrogen from Residential Natural Gas-Fired Water Heaters and Furnaces), Rule 430 (Control of Oxides of Nitrogen from Industrial, Institutional, and Commercial Boilers, Steam Generators, and Process Heaters), Rule 433 (Architectural Coating), Rule 501 (General Burning Provisions), and Rule 504 (Residential Wood Combustion). Additional details regarding these rules are presented below.

- **Rule 401 (Visible Emissions)** – This rule prohibits emissions of air contaminants into the atmosphere as dark or darker in shade as that designated as No. 1 on the Ringlemann Chart, as published by the US Bureau of Miners or such opacity as to obscure an observer's view to a degree equal to or greater than does smoke as dark or darker than No. 1 on the Ringlemann Chart unless specifically exempted under the rule.

- **Rule 402 (Nuisance)** – This rule prohibits the discharge of air contaminants that would cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or that endanger the comfort, repose, health or safety of any such persons or the public, or that cause, or have a natural tendency to cause, injury or damage to business or property. This does not apply to odor emanating from agricultural operations necessary of the growing of crops or the raising of fowl or animals.

- **Rule 412 (Airborne Toxic Control Measures)** – This rule incorporates by reference provisions of Title 17 of the California Code of Regulations (17 CCR) and Part 63, Chapter I, Title 40 of the Code of Federal Regulations (40 CFR Part 63). In particular, 17 CCR Section 93105 (Asbestos Airborne Toxic Control Measure for Construction, Grading, Quarrying, and Surface Mining Operations) would apply during construction activities involving asbestos-containing structures. However, other provisions could also apply, depending on the specific sources associated with the land use development project.

- **Rule 428 (Control of Oxides of Nitrogen from Residential Natural Gas-Fired Water Heaters and Furnaces)** – This rule limits NOx emissions from natural gas-fired water heaters and furnaces and applies to any person who sells, offers for sale, or installs any natural gas-fired residential water heater or fan-type central furnace less than 75,000 British thermal units (Btu) per hour within the District unless exempted by the rule.

- **Rule 430 (Control of Oxides of Nitrogen from Industrial, Institutional, and Commercial Boilers, Steam Generators, and Process Heaters)** – This rule limits NOx emissions from industrial, institutional, and commercial boilers, steam generators, and process heaters greater than or equal to 5 million Btu per hour used in all industrial, institutional, and commercial operations unless exempted by the rule.

- **Rule 433 (Architectural Coating)** – This rule requires any person who supplies, sells, offers for sale, or manufactures any architectural coating for use within the District to comply with the ROG content limits and any other emissions limitations required by the rule.

- **Rule 501 (General Burning Provisions)** – This rule requires places limitations on non-agricultural open burning, developmental burning, or the burning of green waste material in an open outdoor fire in the County.

- **Rule 504 (Residential Wood Combustion)** – This rule requires person who owns, operates, installs, builds, inspects, sells, or offers for sale a wood burning device for any dwelling unit to meet the standards as defined in the rule.

Other SLOCAPCD rules may apply to specific types of land uses or facilities developed under the proposed specific plan, particularly industrial land uses. Stationary emissions sources are regulated through the SLOCAPCD's permitting process (Regulation II – Permits). Through this permitting process, the SLOCAPCD also monitors the amount of stationary emissions being generated and uses this information in developing Clean Air Plans. In general, a permit is not required for any process, article, machine, equipment, or other contrivance if it is listed in Rule 201 (Equipment not Requiring a Permit) or if uncontrolled emissions meeting certain criteria as listed in the rule never exceed two pounds per day.

6.2.2.4 Federal (Global Climate Change)

In *Massachusetts v. EPA,* the US Supreme Court held that US EPA has the statutory authority under Section 202 of the Clean Air Act to regulate GHGs from new motor vehicles. The court did not hold that the US EPA was required to regulate GHG emissions; however, it indicated that the agency must decide whether GHGs from motor vehicles cause or contribute to air pollution that is reasonably anticipated to endanger public health or welfare. Upon the final decision, President Bush signed Executive Order 13432 on May 14, 2007, directing the US EPA, along with the Departments of Transportation, Energy, and Agriculture, to initiate a regulatory process that responds to the Supreme Court's decision. The order requires the US EPA to coordinate closely with other federal agencies and to consider the president's Twenty-in-Ten plan in this process, which would establish a new alternative fuel standard that would

require the use of 35 billion gallons of alternative and renewable fuels by 2017. The US EPA will be working closely with the Department of Transportation in developing new automotive efficiency standards.

In December 2007, President Bush signed the Energy Independence and Security Act of 2007, which sets a mandatory renewable fuel standard requiring fuel producers to use at least 36 billion gallons of biofuel in 2022 and sets a national fuel economy standard of 35 miles per gallon (mpg) by 2020. The act also contains provisions for energy efficiency in lighting and appliances and for the implementation of green building technologies in federal buildings. The act is positioned as a response to President Bush's Twenty-in-Ten plan.

On July 11, 2008, the US EPA issued an Advance Notice of Proposed Rulemaking on regulating GHGs under the Clean Air Act. The Advance Notice of Proposed Rulemaking reviews the various Clean Air Act provisions that may be applicable to the regulation of GHGs and presents potential regulatory approaches and technologies for reducing GHG emissions. In the Advance Notice of Proposed Rulemaking, the US EPA seeks further public comment on the regulation of GHG emissions under the Clean Air Act.[39]

The US EPA proposed a mandatory GHG reporting rule on March 10, 2009, which was adopted on September 22, 2008. The rule would require suppliers of fossil fuels or industrial greenhouse gases, manufacturers of vehicles and engines, and facilities that emit 25,000 metric tons or more per year of GHG emissions submit annual reports to the US EPA beginning in 2011 (covering the 2010 calendar year emission). Vehicle and engine manufacturers would begin reporting for model year 2011. Approximately 10,000 facilities nationwide are subject to the reporting requirements, accounting for 85 percent of US GHG emissions

On May 19, 2009, the Obama Administration announced a new national policy intended to reduce fuel consumption and GHG emissions. The proposed standards cover vehicle model years 2012–2016 and will require an average fuel economy standard of 35.5 mpg in 2016 (39 mpg for cars, 30 mpg for trucks), or approximately 250 grams of CO_2 per mile. This policy is in contrast to the Corporate Average Fuel Economy (CAFE) standards established under 2007 legislation, which specified a minimum of 35 miles per gallon (mpg) by 2020. Both the US EPA and the National Highway Traffic Safety Administration (NHTSA) issued a Notice of Upcoming Joint Rulemaking to Establish Vehicle GHG Emissions and CAFE Standards the same day as the announcement in order to establish a consistent national policy pursuant

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39 US Environmental Protection Agency, "Advance Notice of Proposed Rulemaking: Regulating Greenhouse Gas Emissions under the Clean Air Act," http://www.epa.gov/climatechange/anpr.html. 2008.

to the separate statutory frameworks under which US EPA and Department of Transportation (DOT) operate (NHTSA is a division of DOT).

6.2.2.5 State and Regional Agencies (Global Climate Change)

The State of California has enacted regulations that target reductions in GHG emissions. The major regulations, policies, and legislation are provided below in approximate chronological order.

Title 24 Building Standards Code

The California Energy Commission first adopted Energy Efficiency Standards for Residential and Nonresidential Buildings (California Code of Regulations, Title 24, Part 6) in 1978 in response to a legislative mandate to reduce energy consumption in the state. Although not originally intended to reduce GHG emissions, increased energy efficiency and reduced consumption of electricity, natural gas, and other fuels would result in fewer GHG emissions from residential and nonresidential buildings subject to the standard. The standards are updated periodically to allow for the consideration and inclusion of new energy-efficiency technologies and methods. The latest revisions were adopted in 2008 and became effective on August 1, 2009.

Assembly Bill 1493

In response to the transportation sector's contribution of more than half of California's CO_2 emissions, Assembly Bill 1493 (AB 1493, Pavley) was enacted on July 22, 2002. AB 1493 requires CARB to set GHG emission standards for passenger vehicles, light-duty trucks, and other vehicles whose primary use is noncommercial personal transportation. CARB adopted the standards in September 2004. The new standards would phase in during the 2009 through 2016 model years. When fully phased in, the near-term (2009–2012) standards will result in a reduction of about 22 percent in greenhouse gas emissions compared to the emissions from the 2002 fleet, while the midterm (2013–2016) standards will result in a reduction of about 30 percent.

In December 2004, these regulations were challenged in federal court by the Alliance of Automobile Manufacturers, who claimed that the law regulated vehicle fuel economy, a duty assigned to the federal government. The US Supreme Court's ruling in *Massachusetts v. EPA* has been interpreted as a likely vindication of state efforts to control GHG emissions. Thus, in December 2007, the US District Court for the Eastern District dismissed the case against the AB 1493 regulations by the Alliance of Automobile Manufacturers.

However, before these regulations may go into effect, the US EPA must grant California a waiver under the federal Clean Air Act, which ordinarily preempts state regulation of motor vehicle emission standards. On December 19, 2007, the US EPA denied the waiver citing the need for a national approach to reducing greenhouse gas emissions, the lack of a "need to meet compelling and extraordinary conditions," and the benefits to be achieved through the Energy Independence and Security Act of 2007.[40] The California Attorney General subsequently filed suit in January 2008 to overturn the US EPA Administrator's decision. In 2009, the Obama Administration issued an executive order requiring the US EPA to reconsider granting California the waiver. In light of the May 19, 2009 announcement by the Obama Administration establishing a target of 35.5 mpg by 2016, California—and states adopting California's emissions standards—agreed to defer to the proposed national standard through model year 2016 if granted a waiver by the US EPA. The 2016 endpoint of the two standards is similar, although the national standard ramps up slightly more slowly than required under the California standard. The Pavley standards require additional reductions in CO_2 emissions beyond 2016 (referred to as Phase II standards). On June 30, 2009, the US EPA formally approved California's waiver request. Nonetheless, California and other states adopting the California standards will not toughen standards beyond the proposed national standard until at least the 2017 model year.

Senate Bill 1078 and 107

In 2002, Senate Bill 1078 (SB 1078, Sher) established California's Renewable Portfolio Standard, which requires investor-owned utilities, such as Pacific Gas and Electric, Southern California Edison, and San Diego Gas and Electric, to increase energy production from renewable sources 1 percent per year up to a minimum of 20 percent of total energy generation by 2017. SB 107 (Simitian), signed by the governor on September 26, 2008, accelerated the Renewable Portfolio Standard by requiring investor-owned utilities to meet the 20 percent target by 2010.

Executive Order S-3-05 and the Climate Action Team

In June 2005, Governor Schwarzenegger established California's GHG emissions reduction targets in Executive Order S-3-05. The Executive Order established the following goals: GHG emissions should be reduced to 2000 levels by 2010, 1990 levels by 2020, and 80 percent below 1990 levels by 2050. The Secretary of the California Environmental Protection Agency (Cal/EPA) is required to coordinate efforts of various agencies in order to collectively and efficiently reduce GHGs. Some of the agency representatives involved in the GHG reduction plan include the Secretary of the Business, Transportation and Housing Agency, the Secretary of the Department of Food and Agriculture, the Secretary of the

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40 Letter to Governor Arnold Schwarzenegger from US EPA Administrator Stephen L. Johnson, December 19, 2007.

Resources Agency, the Chairperson of CARB, the Chairperson of the California Energy Commission, and the President of the Public Utilities Commission. Representatives from these agencies comprise the Climate Action Team.

Climate Action Team

The Climate Action Team is responsible for implementing global warming emissions reduction programs. The Cal/EPA secretary is required to submit a biannual progress report from the Climate Action Team to the governor and state legislature disclosing the progress made toward GHG emission reduction targets and the impacts of global warming on California's water supply, public health, agriculture, the coastline, and forestry, and reporting possible mitigation and adaptation plans to combat these impacts. The Climate Action Team has fulfilled both of these report requirements through its March 2006 Climate Action Team Report to Governor Schwarzenegger and the legislature.[41]

Climate Action Team Report

The Final 2006 Climate Action Team Report identified key measures that will help ensure that California will meet the GHG reduction goals established under the governor's Executive Order S-3-05 (1990 levels by 2020 and 80 percent below 1990 levels by 2050). These key measures include establishing a market-based carbon trading system, mandatory GHG reporting for large emitters, production of alternative transportation fuels, energy-efficiency and renewable portfolio standards for utilities, emission reporting protocols for local governments, establishing a public goods charge for transportation that funds key strategies to reduce climate change emissions, and leveraging California's universities to train the next generation of workers needed to service new technologies.

Some strategies currently being implemented by state agencies include CARB introducing vehicle climate change standards and diesel anti-idling measures, the Energy Commission implementing building and appliance efficiency standards, and the Cal/EPA implementing its green building initiative. The Climate Action Team also recommends future emission reduction strategies, such as using only low-GWP refrigerants in new vehicles, developing ethanol as an alternative fuel, reforestation, solar power initiatives for homes and businesses, and investor-owned utility energy-efficiency programs. According to the report, implementation of current and future emission reduction strategies have the potential to achieve the goals set forth in Executive Order S-3-05. The report also describes potential impacts, as listed under **subsection 6.2.1.5**, above. The 2008 report has been drafted and the final version is forthcoming. New information and details in the 2008 report includes (1) development of new climate and sea-level

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41 California Environmental Protection Agency, Climate Action Team, *Climate Action Team Report to Governor Schwarzenegger and the Legislature*, (2006).

projections using new information and tools that have become available in the last two years; and (2) evaluation of climate change within the context of broader social changes, such as land-use changes and demographic shifts.

Assembly Bill 32

In furtherance of the goals established in Executive Order S-3-05, the Legislature enacted Assembly Bill 32 (AB 32, Nuñez and Pavley), the California Global Warming Solutions Act of 2006, which Governor Schwarzenegger signed on September 27, 2006. AB 32 represents the first enforceable statewide program to limit GHG emissions from all major industries with penalties for noncompliance. AB 32 requires the state to undertake several actions; the major requirements are discussed below:

CARB Early Action Measures

CARB is responsible for carrying out and developing the programs and requirements necessary to achieve the goals of AB 32—the reduction of California's GHG emissions to 1990 levels by 2020. The first action under AB 32 resulted in CARB's adoption of a report listing three specific early-action GHG reduction measures on June 21, 2007. On October 25, 2007, CARB approved an additional six early action GHG reduction measures under AB 32. These early-action GHG reduction measures are to be adopted and enforced before January 1, 2010, along with 32 other climate-protecting measures CARB is developing between now and 2011. The original three adopted early action regulations meeting the narrow legal definition of "discrete early action GHG reduction measures" include

- a low-carbon fuel standard to reduce the "carbon intensity" of California fuels;
- reduction of refrigerant losses from motor vehicle air conditioning system maintenance and to restrict the sale of "do-it-yourself" automotive refrigerants; and
- increased methane capture from landfills by requiring broader use of state-of-the-art methane capture technologies.

The additional six early-action regulations adopted on October 25, 2007, also meeting the narrow legal definition of "discrete early action GHG reduction measures," include:

- reduction of aerodynamic drag, and thereby fuel consumption, from existing trucks and trailers through retrofit technology;
- reduction of auxiliary engine emissions of docked ships by requiring port electrification;
- reduction of perfluorocarbons from the semiconductor industry;

- reduction of propellants in consumer products (e.g., aerosols, tire inflators, and dust removal products);
- require that all tune-up, smog check and oil change mechanics ensure proper tire inflation as part of overall service in order to maintain fuel efficiency; and
- restriction on the use of sulfur hexafluoride (SF_6) from non-electricity sectors if viable alternatives are available.

State of California 1990 Greenhouse Gas Inventory

As required under AB 32, on December 6, 2007, CARB approved the 1990 greenhouse gas emissions inventory, thereby establishing the emissions limit for 2020. The 2020 emissions limit was set at 427 million metric tons of carbon dioxide equivalents ($MMTCO_2e$). The inventory revealed that in 1990, transportation, with 35 percent of the state's total emissions, was the largest single sector generating carbon dioxide; followed by industrial emissions, 24 percent; imported electricity, 14 percent; in-state electricity generation, 11 percent; residential use, 7 percent; agriculture, 5 percent; and commercial uses, 3 percent. AB 32 does not require individual sectors to meet their individual 1990 GHG emissions inventory; the total statewide emissions are required to meet the 1990 threshold by 2020.

CARB Mandatory Reporting Requirements

In addition to the 1990 emissions inventory, CARB also adopted regulations requiring the mandatory reporting of GHG emissions for large facilities on December 6, 2007. The mandatory reporting regulations require annual reporting from the largest facilities in the state, which account for approximately 94 percent of GHG emissions from industrial and commercial stationary sources in California. About 800 separate sources fall under the new reporting rules, which includes electricity generating facilities, electricity retail providers and power marketers, oil refineries, hydrogen plants, cement plants, cogeneration facilities, and industrial sources that emit over 25,000 tons of CO_2 each year from on-site stationary combustion sources. Transportation sources, which account for 38 percent of California's total greenhouse gas emissions as of the 2006 GHG inventory conducted by CARB,[42] are not covered by these regulations but will continue to be tracked through existing means. Affected facilities will begin tracking their emissions in 2008, to be reported beginning in 2009 with a phase-in process to allow facilities to develop reporting systems and train personnel in data collection. Emissions for 2008 may be based on best available emission data. Beginning in 2010, however, emissions reporting requirements will be more rigorous and will be subject to third-party verification. Verification will take place annually or every three years, depending on the type of facility.

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[42] California Air Resources Board, "California Greenhouse Gas 2000-2006 Inventory by IPCC Category - Summary," http://www.arb.ca.gov/cc/inventory/data/data.htm. 2009.

AB 32 Climate Change Scoping Plan

As indicated above, AB 32 requires CARB to adopt a scoping plan indicating how reductions in significant GHG sources will be achieved through regulations, market mechanisms, and other actions. CARB released the *Climate Change Proposed Scoping Plan* in October 2008, which contains an outline of the proposed state strategies to achieve the 2020 greenhouse gas emission limits. The CARB Governing Board approved the *Climate Change Scoping Plan* on December 11, 2008. The *Climate Change Scoping Plan* indicates how emission reductions will be achieved from significant sources of GHGs via regulations, market mechanism, and other actions. The *Climate Change Scoping Plan* identifies 18 recommended measures the state should implement to achieve AB 32. Throughout 2009 and 2010, CARB will draft rule language and conduct a series of public workshops and rulemakings based on the scoping plan recommendations.

Key elements of the scoping plan include the following recommendations:

- Expanding and strengthening existing energy-efficiency programs as well as building and appliance standards
- Achieving a statewide renewables energy mix of 33 percent
- Developing a California cap-and-trade program that links with other Western Climate Initiative partner programs to create a regional market system
- Establishing targets for transportation-related greenhouse gas emissions for regions throughout California and pursuing policies and incentives to achieve those targets
- Adopting and implementing measures pursuant to existing state laws and policies, including California's clean car standards, goods movement measures, and the Low Carbon Fuel Standard
- Creating targeted fees, including a public goods charge on water use, fees on high global warming potential gases, and a fee to fund the administrative costs of the state's long-term commitment to AB 32 implementation

Under the scoping plan, approximately 85 percent of the state's emissions are subject to a cap-and-trade program where covered sectors are placed under a declining emissions cap. The emissions cap incorporates a margin of safety whereby the 2020 emissions limit will still be achieved even in the event that uncapped sectors do not fully meet their anticipated emission reductions. Emission reductions will be achieved through regulatory requirements and the option to reduce emissions further or purchase allowances to cover compliance obligations. It is expected that emission reductions from this cap-and-trade program will account for a large portion of the reductions required by AB 32. **Table 6.2-8, AB 32 Scoping Plan Measures**, lists CARB's recommendations for achieving greenhouse gas reductions under AB 32 along with a brief description of the reduction strategies.

Table 6.2-8
AB 32 Scoping Plan Measures

Scoping Plan Measure	Description
SPM-1: California Cap-and-Trade Program linked to Western Climate Initiative	Implement a broad-based cap-and-trade program that links with other Western Climate Initiative Partner programs to create a regional market system. Ensure California's program meets all applicable AB 32 requirements for market-based mechanisms. Capped sectors include transportation, electricity, natural gas, and industry. Projected 2020 business-as-usual emissions are estimated at 512 $MMTCO_2e$; preliminary 2020 emissions limit under cap-and-trade program are estimated at 365 $MMTCO_2e$ (29 percent reduction).
SPM-2: California Light-Duty Vehicle GHG Standards	Implement adopted Pavley standards and planned second phase of the program. AB 32 states that if the Pavley standards (AB 1493) do not remain in effect, CARB shall implement equivalent or greater alternative regulations to control mobile sources.
SPM-3: Energy Efficiency	Maximize energy efficiency building and appliance standards, and pursue additional efficiency efforts. The proposed scoping plan considers green building standards as a framework to achieve reductions in other sectors, such as electricity.
SPM-4: Renewables Portfolio Standard	Achieve 33 percent Renewable Portfolio Standard by both investor-owned and publicly owned utilities.
SPM-5: Low Carbon Fuel Standard	CARB identified the Low Carbon Fuel Standard as a Discrete Early Action item and the final regulation was adopted on April 23, 2009. In January 2007, Governor Schwarzenegger issued Executive Order S-1-07, which called the reduction of the carbon intensity of California's transportation fuels by at least 10 percent by 2020.
SPM-6: Regional Transportation-Related Greenhouse Gas Targets	Develop regional greenhouse gas emissions reduction targets for passenger vehicles. SB 375 requires CARB to develop, in consultation with metropolitan planning organizations, passenger vehicle greenhouse gas emissions reduction targets for 2020 and 2035 by September 30, 2010. SB 375 requires metropolitan planning organizations to prepare a sustainable communities strategy to reach the regional target provided by CARB.
SPM-7: Vehicle Efficiency Measures	Implement light-duty vehicle efficiency measures. CARB is pursuing fuel-efficient tire standards and measures to ensure properly inflated tires during vehicle servicing.
SPM-8: Goods Movement	Implement adopted regulations for port drayage trucks and the use of shore power for ships at berth. Improve efficiency in goods movement operations.
SPM-9: Million Solar Roofs Program	Install 3,000 megawatts of solar-electric capacity under California's existing solar programs.
SPM-10: Heavy/Medium-Duty Vehicles	Adopt heavy- and medium-duty vehicle and engine measures. Measures targeting aerodynamic efficiency, vehicle hybridization, and engine efficiency are recommended.

Scoping Plan Measure	Description
SPM-11: Industrial Emissions	Require assessment of large industrial sources to determine whether individual sources within a facility can cost-effectively reduce greenhouse gas emissions and provide other pollution reduction co-benefits. Reduce greenhouse gas emissions from fugitive emissions from oil and gas extraction and gas transmission. Adopt and implement regulations to control fugitive methane emissions and reduce flaring at refineries.
SPM-12: High Speed Rail	Support implementation of a high-speed rail system. This measure supports implementation of plans to construct and operate a high-speed rail system between Northern and Southern California serving major metropolitan centers.
SPM-13: Green Building Strategy	Expand the use of green building practices to reduce the carbon footprint of California's new and existing inventory of buildings.
SPM-14: High Global Warming Potential Gases	Adopt measures to reduce high global warming potential gases. The proposed scoping plan contains 6 measures to reduce high global warming potential gases from mobile sources, consumer products, stationary sources, and semiconductor manufacturing.
SPM-15: Recycling and Waste	Reduce methane emissions at landfills. Increase waste diversion, composting, and commercial recycling. Move toward zero-waste.
SPM-16: Sustainable Forests	Preserve forest sequestration and encourage the use of forest biomass for sustainable energy generation. The federal government and California's Board of Forestry and Fire Protection has the regulatory authority to implement the Forest Practice Act to provide for sustainable management practices. This measure is expected to play a greater role in the 2050 goals.
SPM-17: Water	Continue efficiency programs and use cleaner energy sources to move water. California will also establish a public goods charge for funding investments in water efficiency that will lead to as yet undetermined reductions in greenhouse gases.
SPM-18: Agriculture	In the near-term, encourage investment in manure digesters and at the five-year scoping plan update determine if the program should be made mandatory by 2020. Increase efficiency and encourage use of agricultural biomass for sustainable energy production. CARB has begun research on nitrogen fertilizers and will explore opportunities for emission reductions.

Source: California Air Resources Board, Climate Change Scoping Plan, (2008).

Senate Bill 1368

Two days after signing AB 32, Governor Schwarzenegger signed Senate Bill 1368 (SB 1368, Perata) into law. SB 1368 required the California Energy Commission and the California Public Utilities Commission to develop and adopt regulations for GHG emission performance standards for the long-term procurement of electricity by local publicly owned utilities. The California Energy Commission adopted

its standard on May 23, 2007, and the California Public Utilities Commission adopted its standard on January 25, 2007. SB 1368 includes measures that protect energy customers from financial risks by allowing new capital investments in power plants with GHG emissions that are as low as or lower than new combined-cycle natural gas plants, requiring imported electricity from out-of-state to meet GHG performance standards in California, and requiring that the standards be developed and adopted in a public process.[43]

Executive Order S-1-07

On January 18, 2007, California set a new Low Carbon Fuel Standard for transportation fuels sold within the state. Executive Order S-1-07 sets a declining standard for GHG emissions measured in CO_2-equivalent gram per unit of fuel energy sold in California. The target of the Low Carbon Fuel Standard is to reduce the carbon intensity of California passenger vehicle fuels by at least 10 percent by 2020. The Low Carbon Fuel Standard will apply to refiners, blenders, producers, and importers of transportation fuels and will use market-based mechanisms to allow these providers to choose how they reduce emissions during the "fuel cycle" using the most economically feasible methods. CARB identified the Low Carbon Fuel Standard as an early action item under AB 32 and the final regulation was adopted on April 23, 2009.

Senate Bill 97

In August 2007 the legislature enacted SB 97 (Dutton), which directs the Governor's Office of Planning and Research (OPR) to develop guidelines under CEQA for the mitigation of GHG emissions by July 1, 2009. The Natural Resources Agency is directed to adopt the guidelines by January 1, 2010. A number of actions have taken place under SB 97, which are discussed below:

OPR Climate Change Technical Advisory

On June 19, 2008, OPR issued a technical advisory as interim guidance regarding the analysis of GHG emissions in CEQA documents.[44] The advisory indicated that a project's GHG emissions, including those associated with vehicular traffic, energy consumption, water usage, and construction activities, should be identified and estimated. The advisory further recommended that the lead agency determine significance of the impacts and impose all mitigation measures that are necessary to reduce GHG emissions to a less

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43 The adopted SB 1368 regulations are available on the California Energy Commission's website at: http://www.energy.ca.gov/emission_standards/regulations/index.html.

44 Governor's Office of Planning and Research, Technical Advisory – CEQA and Climate Change: Addressing Climate Change through California Environmental Quality Act (CEQA) Review, (2008).

than significant level. The advisory did not recommend a specific threshold of significance. Instead, OPR requested that CARB recommend a method for setting thresholds that lead agencies may adopt.[45]

CEQA Guideline Amendments

In its work to formulate CEQA Guideline Amendments for GHG emissions, OPR submitted the *Proposed Draft CEQA Guideline Amendments for Greenhouse Gas Emissions* to the Secretary for Natural Resources on April 13, 2009. The Natural Resources Agency conducts formal rule-making procedures and is scheduled to adopt the final CEQA Guideline Amendments by 2010. OPR's draft guidance reiterates that it has requested that CARB recommend a statewide method for setting thresholds of significance for GHGs, based on that agency's scientific expertise in air quality matters, that lead agencies may adopt. CARB is working to formulate the requested guidance, and on October 24, 2008, CARB staff released a draft document titled, *Recommended Approaches for Setting Interim Significance Thresholds for Greenhouse Gases under the California Environmental Quality Act*.[46] CARB has received public comments on the draft version; however, it is not yet known when a revised or final version will be released or adopted. Additional details about the CARB draft thresholds are provided later in **subsection 6.2.2.5,** under heading **CARB Draft GHG Significance Thresholds**.

Senate Bill 375

The California legislature passed SB 375 (Steinberg) on September 1, 2008, which requires CARB to set regional GHG reduction targets after consultation with local governments. The targets must then be incorporated within that region's RTP, which is used for long-term transportation planning, in a Sustainable Communities Strategy. SB 375 also requires each region's Regional Housing Needs Assessment (RHNA) to be adjusted based on the Sustainable Communities Strategy in its RTP. Additionally, SB 375 reforms the environmental review process to create incentives to implement the strategy, especially transit priority projects. The governor signed SB 375 into law on September 30, 2008. CARB is not expected to issue any SB 375 mandated regional GHG reduction targets until 2010. The Office of the Governor has released a fact sheet on SB 375 on its Web site.[47]

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45 Office of Planning and Research, Proposed Draft CEQA Guideline Amendments for Greenhouse Gas Emissions, (2009) 4.

46 California Air Resources Board, Preliminary Staff Draft Proposal: Recommended Approaches for Setting Interim Significance Thresholds for Greenhouse Gases under the California Environmental Quality Act, (2008) 7.

47 The Fact Sheet may be viewed at the following Web site: http://gov.ca.gov/fact-sheet/10707/.

California Climate Action Registry

The California Climate Action Registry is a private non-profit organization formed by the State of California and serves as a voluntary GHG registry to protect and promote early actions to reduce GHG emissions by organizations. The California Climate Action Registry was formally established by law through SB 1771 (Sher) and SB 527 (Sher). The California Climate Action Registry began with 23 charter members and currently has over 300 corporations, universities, cities and counties, government agencies, and environmental organizations voluntarily measuring, monitoring, and publicly reporting their GHG emissions using the California Climate Action Registry protocols. The California Climate Action Registry has published a General Reporting Protocol, as well as project- and industry-specific protocols for landfill activities, livestock activities, the cement sector, the power/utility sector, and the forest sector. The protocols provide the principles, approach, methodology, and procedures required for participation in the California Climate Action Registry.

Due to the growth of the California Climate Action Registry, it now operates under the Climate Action Reserve,[48] which is a national offsets program for the US carbon market. As part of this transition, the California Climate Action Registry was instrumental in establishing the Climate Registry, with the mission of expanding the California Registry's emissions reporting work to include all of North America.[49] Emissions inventory reporting is being transitioned to The Climate Registry, and reports for the 2009 reporting year will be the last the California Registry will accept. However, even after that year, the California Registry will continue to represent its members' emissions reports to the State of California.

Attorney General: Addressing Global Warming Impacts Under CEQA

The California Attorney General's Office has published a document titled *Sustainability and General Plans: Examples of Policies to Address Climate Change*.[50] The document acknowledges that lead agencies can play an important role in "moving the State away from 'business as usual' and toward a low-carbon future." The document is intended to provide information to lead agencies that may be helpful in carrying out their duties under CEQA with respect to greenhouse gases and climate change impacts. Provided in the document are measures that can be included at the general-plan level. The measures are not intended to be exhaustive and may not be appropriate for every project or general plan. The Attorney General's Office affirms that "the decision of whether to approve a project—as proposed or with required changes

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48 Additional information about the Climate Action Reserve may be obtained at the following Web site: http://www.climateactionreserve.org/.

49 Additional information about The Climate Registry may be obtained at the following Web site: http://www.theclimateregistry.org/.

50 Attorney General's Office, "Sustainability and General Plans: Examples of Policies to Address Climate Change," http://ag.ca.gov/globalwarming/pdf/GP_policies.pdf. 2010.

or mitigation—is for the local agency, exercising its informed judgment in compliance with the law and balancing a variety of public objectives."

CARB Draft GHG Significance Thresholds

On October 24, 2008, CARB staff released a draft and preliminary proposal for determining whether the emissions related to proposed new projects are significant impacts under CEQA. While the proposal is focused on helping lead agencies determine under which conditions a project may be found exempt from the preparation of an EIR, the proposal also provides a guide for establishing significance thresholds for projects for which EIRs would be prepared regardless of the project's climate change impact. According to this proposal, the threshold for determining whether a project's emissions are significant is not zero emissions, but must be a stringent performance-based threshold to meet the requirements of AB 32. If the project meets certain specific yet to be developed performance standards for several categories of emissions, including construction emissions, building energy use, water use, solid waste, and transportation, and the project emits no more than a to-be-determined amount of metric tons of carbon equivalents per year, the project's impact would not be significant. According to CARB, California Energy Commission Tier II building energy use standards are proposed to be used, which generally require a reduction in energy usage of 30 percent beyond Title 24 (2008) building code requirements. CARB has also proposed a 7,000 metric ton carbon dioxide equivalent ($MTCO_2e$) threshold for industrial projects, but has not yet proposed thresholds for residential and commercial projects. The annual threshold does not explicitly include emissions associated with construction- and transportation-related activities.

6.2.2.6 Local Regulations (Global Climate Change)

San Luis Obispo County Air Pollution Control District

In 2005, the SLOCAPCD approved staff's proposal to take actions locally to address climate change. Recommendation and proposed actions are outlined in a report entitled *Options for Addressing Climate Change in San Luis Obispo County*.[51] The report stated that many existing programs and regulations that reduce criteria pollutant emissions have ancillary benefits of reducing GHG emissions. The report also recommended seven additional actions that could be implemented to reduce GHG emissions at the local level:

- Prepare a County-wide inventory of GHG emissions
- Target a percentage of SLOCAPCD mitigation grant funds for GHG emission reductions
- Evaluate and quantify the GHG reduction benefits from existing district programs

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51 San Luis Obispo County Air Pollution Control District, "*Options for Addressing Climate Change in San Luis Obispo County*," http://www.slocleanair.org/programs/pdf/GlobalWarmingReport.pdf. 2005.

- Develop public education and outreach campaigns on climate change
- Encourage and provide support for local governments to join the Cities for Climate Protection program
- Develop a partnership with Cal Poly for addressing climate change
- Join the California Climate Registry and encourage local industry participation

In March 2008, the SLOCAPCD approved the Local Government Greenhouse Gas Initiative Grant Program. Under the program, funds for GHG reducing programs are provided to cities and unincorporated communities that are members of the International Council for Local Environmental Initiatives (ICLEI) or California Climate Action Registry using an application process. The ICLEI is an international association of local governments as well as national and regional local government organizations that have made a commitment to sustainable development.

The SLOCAPCD's *CEQA Air Quality Handbook* does not include numerical thresholds for GHG emissions nor does it prescribe policies for projects at the programmatic level (e.g., general plans). However, the *CEQA Air Quality Handbook* provides recommended project-level mitigation measures to reduce GHG emissions.

City of Paso Robles

In May 2008, the City Council of the City of Paso Robles passed and adopted a resolution to join the ICLEI and participate in the Cities for Climate Protection (CCP) Campaign and promote public awareness about climate change. The CCP Campaign is a program under the ICLEI that assists cities to adopt policies and implement quantifiable measures to reduce local GHG emissions, improve air quality, and enhance urban livability and sustainability. With technical assistance provided by the ICLEI, the City is currently developing a GHG inventory in order to assist in meeting its GHG reduction obligations under AB 32, SB 375, and other applicable programs.

6.2.3 THRESHOLDS OF SIGNIFICANCE

Appendix E of the *Rules and Regulations for the Implementation of the California Environmental Quality Act (CEQA)*[52] contains the Initial Study Environmental Checklist form. Issues presented in the checklist have been used as thresholds of significance in this section. Accordingly, a project may present a significant impact if it would

- conflict with or obstruct implementation of the applicable air quality plan;
- violate any air quality standard or contribute substantially to an existing or Projected air quality violation;
- result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors);
- substantially alter air movement, moisture, or temperature, or cause any substantial change in climate;
- expose sensitive receptors to substantial pollutant concentrations; or
- create objectionable odors affecting a substantial number of people.

The Natural Resources Agency has proposed amendments to the *State CEQA Guidelines* to include thresholds of significance for GHG emissions in Appendix G. According to the proposed amendments, a project would have a significant effect on the environment if it would

- generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment; and/or
- conflict with any applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases;

52 City of Paso Robles, Rules and Regulations for the Implementation of the California Environmental Quality Act, July 2009.

The first criteria may be evaluated by performing a direct calculation of the GHG emissions from the project. However, neither the City nor the SLOCAPCD have adopted numerical significance thresholds for assessing impacts related to global climate change or GHG emissions. At the time that this section was being prepared, no air agency or municipality had yet formally established or adopted numerical significance thresholds for GHG emissions relevant to the project. The second criteria may be evaluated by demonstrating compliance with plans, policies, or regulations adopted by local governments to curb GHG emissions. According to the Natural Resources Agency:

> *Provided that such plans contain specific requirements with respect to resources that are within the agency's jurisdiction to avoid or substantially lessen the agency's contributions to GHG emissions, both from its own projects and from private projects it has approved or will approve, such plans may be appropriately relied on in a cumulative impacts analysis.*[53]

The City of Paso Robles has not yet adopted plans, policies, or regulations that contain specific requirements with respect to resources that are within the City's jurisdiction that demonstrate reductions in GHG emissions that would not result in significant environmental impacts under CEQA. Therefore, the second threshold may not be explicitly applied. Under CEQA, "the determination of whether a project may have a significant effect on the environment calls for careful judgment on the part of the public agency involved, based to the extent possible on scientific and factual data."[54] CEQA grants agencies with the general authority to adopt criteria for determining whether a given impact is "significant."[55] When no guidance exists under CEQA, the agency may look to and assess general compliance with comparable regulatory schemes.[56]

Potentially applicable regulatory schemes and guidelines to evaluate the significance of the project's GHG emissions are as follows: (1) AB 32 and associated guidance and (2) Attorney General's Office guidance for general plans.[57] Many of the regulations required to meet the goal of AB 32 of reducing emissions to 1990 levels by 2020 have yet to be implemented—they are scheduled to be implemented no

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53 Natural Resources Agency, *Final Statement of Reasons for Regulatory Action: Amendments to the State CEQA Guidelines Addressing Analysis and Mitigation of Greenhouse Gas Emissions Pursuant to SB97*, (2009) 15.

54 *State CEQA Guidelines* Section 15064(b).

55 See *California Public Resources Code* Section 21082.

56 See *Protect Historic Amador Waterways v. Amador Water Agency (2004) 116 Cal. App. 4th 1099, 1107* ["'[A] lead agency's use of existing environmental standards in determining the significance of a project's environmental impacts is an effective means of promoting consistency in significance determinations and integrating CEQA environmental review activities with other environmental program planning and resolution."'"]. Lead agencies can, and often do, use regulatory agencies' performance standards. A project's compliance with these standards usually is presumed to provide an adequate level of protection for environmental resources. See, e.g., *Cadiz Land Co. v. Rail Cycle (2000) 83 Cal.App.4th 74, 106-09* (upholding use of regulatory agency performance standard).

57 Attorney General's Office, "Sustainability and General Plans: Examples of Policies to Address Climate Change," http://ag.ca.gov/globalwarming/pdf/GP_policies.pdf. 2010.

later than January 1, 2012. Regulations for the discrete early actions have already been adopted. Therefore, consistency with AB 32 can only be determined in a general manner. The Attorney General's Office guidance provides local sustainability and climate policies and measures currently being implemented or under review. The policies and measures are based on work done by the California Air Pollution Control Officers Association.[58]

In the absence of any adopted thresholds, this analysis applies a threshold of significance where the proposed specific plan would be found to not have a significant impact on global climate change if it were consistent with the goals, strategies, and control measures established under (1) AB 32 and associated guidance and (2) Attorney General's Office guidance for general plans.

6.2.4 PROJECT IMPACTS

6.2.4.1 Proposed Specific Plan Components

Implementation of the *Uptown/Town Centre Specific Plan* would amend the general plan's existing land use map and zoning designations within the specific plan area with the development code provided in the specific plan. The development code provides development guidelines for residential and nonresidential development within the specific plan area. **Section 3.0, Project Description**, provides a summary of the development projected for the specific plan area. The specific plan area is envisioned as a pedestrian-oriented development with mixed-used neighborhoods where the majority of residents can live, work, and shop.

As shown in **Section 3.0, Project Description, Table 3.0-1**, a projected 989 residential units could be developed before the general plan horizon year of 2025, and a total of 1,649 units are forecasted to be developed at the completion of the specific plan. An estimated 136,752 square feet (sf) of retail/commercial, 133,903 sf of office, 334 hotel rooms, 164,887 sf of industrial, and 65,988 sf of civic uses would be developed before the general plan horizon year of 2025. An estimated total of 227,920 sf of retail/commercial, 223,171 sf of office, 557 hotel rooms, 274,881 sf of industrial, and 130,411 sf of civic uses are forecasted to be developed at the completion of the specific plan. The specific plan provides for revitalization activities that would require demolition of exiting structures.

The *Uptown/Town Centre Specific Plan* includes a combination of strategies to reduce air pollutant and greenhouse gas emissions. The specific plan would increase and manage the parking supply with the intent of allowing visitors to park once in order to complete multiple tasks on foot, particularly in the Downtown. A transit loop is proposed to connect Downtown, the Amtrak station, Uptown, the Paso

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58 California Air Pollution Control Officer's Association, *Model Policies for Greenhouse Gases in General Plans*, (2009) E-1.

Robles Event Center, the Pioneer Park historical institutions, and the various neighborhoods within the specific plan area. The specific plan also defines a bicycle and trail network that capitalizes on Paso Robles' existing interconnected street network, its existing and proposed parks and playfields, and its adjacency to the City's greatest untapped open space amenity, the Salinas River.

The *Uptown/Town Centre Specific Plan* also proposes the introduction of tree-lined streets throughout the plan area, which would invite pedestrian activity and decrease "heat island" effects. Currently, much of the specific plan area is deficient in the amount of open space that it can provide its residents. The specific plan recommends improvements in the parks and open space network to provide additional recreation area including, but not limited to, sports fields, parks, and improved access to the Salinas River, which would also decrease local pollutant concentrations and "heat island" effects.

6.2.4.2 Impact Analysis

The environmental impact analysis presented in this section is based on the results of information received in response to the Notice of Preparation (NOP), and/or other review of the project by planning staff for issues that were determined to be potentially significant, or for issues identified by reviewing agencies, organizations, or individuals commenting on the NOP that made a reasonable argument that the issue was potentially significant (see **Responses to the NOP**, **Appendix 2.0**).

6.2.4.2.1: Conflict with or obstruct implementation of the applicable air quality plan. (Class I – Significant and Unavoidable)

Impact Analysis

The San Luis Obispo County area is designated as a nonattainment area for the state standards for ozone and PM_{10}. The SLOCAPCD recommends that a specific plan be assessed qualitatively with respect to its consistency with the applicable Clean Air Plan. According to the SLOCAPCD *CEQA Air Quality Handbook*, the consistency analysis should evaluate the following questions listed below. If the answer to all of the questions is yes, then the proposed project or plan is considered to be consistent with the Clean Air Plan. If the answer to any one of the questions is no, then the emissions reductions projected in the Clean Air Plan may not be achieved, which could hinder the County's ability to achieve or maintain attainment of the state ozone standard. The project or plan would be considered inconsistent with the Clean Air Plan in this situation. The SLOCAPCD will generally recommend denial for projects that are

deemed to be inconsistent with the Clean Air Plan.[59] The questions are provided below along with a consistency analysis of the *Uptown/Town Centre Specific Plan*.

1. Are the population projections used in the plan or project equal to or less than those used in the most recent CAP for the same area?

The 2001 Clean Air Plan provides population forecasts through 2015 for cities and unincorporated areas in the County. The population estimates are based on the San Luis Obispo County Planning Department and SLOCOG population estimates for January 1, 1999; local evaluation of historical growth rates; national, state, and local economic forecasts; and the availability of resources to support additional growth. The 2001 Clean Air Plan projected a population for the City of Paso Robles of 25,701 in 2005, 29,220 in 2010, and 32,579 in 2015. The 2000 US Census recorded a population of 24,297 for the City of Paso Robles.[60] By 2010, the City's population grew to 30,072, according to the most recent figures provided by the California Department of Finance.[61] The *City of Paso Robles General Plan Update EIR* projects a population of 30,700 in 2010 and 33,800 in 2015. The City's 2003 general plan projected a population of 44,000 in 2025.

Based on the 2030 general plan population projections, the City is inconsistent with the population anticipated in the 2001 Clean Air Plan. Consistency with the Clean Air Plan in 2025 cannot be determined at this time since the 2001 Clean Air Plan does not provide population forecasts beyond 2015. However, the SLOCAPCD has typically relied on population data from the SLOCOG for planning purposes. The most recent SLOCOG population projections for 2025 are contained in the 2005 RTP. The SLOCOG projected a population of 36,445 for the City in 2025 in the 2005 RTP.[62] Therefore, the City is inconsistent with the population anticipated in the SLOCOG 2005 RTP

Vehicle emissions are directly proportional to population. Populations that remain within the Clean Air Plan and SLOCOG forecasts are accounted for in the SLOCAPCD emissions inventories. When population growth exceeds these forecasts, emission inventories could be surpassed, potentially affecting the attainment status of the region. Buildout of the Uptown/Town Centre Specific Plan would exceed population forecasts estimated in the 2005 RTP and would be considered inconsistent with SLOCOG's population projection.

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59 San Luis Obispo County Air Pollution Control District, *CEQA Air Quality Handbook*, (2003) 2-7.

60 US Census Bureau, "El Paso de Robles (Paso Robles) city, California," http://factfinder.census.gov/home/saff/main.html.

61 California Department of Finance, "E-5 City/County Population Estimates," http://www.dof.ca.gov/research/demographic/reports/estimates/e-5/2001-10/.

62 San Luis Obispo Council of Governments, Vision 2025: The 2005 Regional Transportation Plan for San Luis Obispo County, (2005) 2-2.

The SLOCOG is preparing the 2010 RTP, which recognizes the need to make available an adequate housing supply, including new residential opportunities. The 2010 RTP will also account for the updated population projections in the City's 2003 General Plan.[63] Therefore, the population forecast for the City in 2025 could be higher in the 2010 RTP than what was projected in the 2005 RTP. In addition, the SLOCAPCD is developing the 2011 Clean Air Plan, which would take into account the population projection contained in the City's 2003 General Plan and the 2010 RTP (to the extent that SLOCOG's data is made available to the SLOCAPCD). Therefore, the Uptown/Town Centre Specific Plan would likely be consistent with the forthcoming 2011 Clean Air Plan.

It should also be noted that the *Uptown/Town Centre Specific Plan* includes policies and land use changes that will result in mixed use and infill development, which are important strategies to reduce overall vehicle miles traveled (VMT), and related air pollutant emissions associated with population growth. Thus, while the City's population is increasing, it is expected that the per capita impacts to air quality would be reduced.

2. Is the rate of increase in vehicle trips and miles traveled less than or equal to the rate of population growth for the same area?

The proposed specific plan could result in a maximum population increase of approximately 2,634 residents by the general plan horizon year of 2025. The specific plan average daily trip (ADT) volume in 2025 was obtained from the traffic impact analysis prepared for the specific plan. The estimated population for the City of Paso Robles in 2025 was based on the City's 2003 general plan population forecast of 44,000. The ADT for the City of Paso Robles was obtained from the General Plan Update EIR. As shown in **Table 6.2-9, Comparison of ADT to Population Growth in 2025**, the ADT ratio is less than the population ratio in 2025. As such, the *Uptown/Town Centre Specific Plan* would be consistent with the 2001 Clean Air Plan based on this criterion.

63 San Luis Obispo Council of Governments, "Notice of Preparation of a Draft Environmental Impact Report for the San Luis Obispo Council of Governments 2010 Regional Transportation Plan," http://library.slocog.org/PDFs/Planning/RTP/Notice_of_Prep.PDF. 2009.

Table 6.2-9
Comparison of ADT to Population Growth in 2025

Population Comparison	ADT	Population
Specific Plan[1, 2]	15,663	2,634
City of Paso Robles[3]	466,879	44,000
Ratio of Specific Plan to City of Paso Robles	**0.0335**	**0.0599**

Source: Impact Sciences, Inc., (2009).
[1] *Kimley-Horne and Associates, Inc., Paso Robles Specific Plan – Traffic Analysis for DEIR, (2009) 5-6.*
[2] *Section 6.11, Population and Housing.*
[3] *City of Paso Robles, General Plan Update EIR, (2003) 4.12-25 and 2-13.*

3. Have all applicable land use and transportation control measures and strategies from the Clean Air Plan been included in the plan or project to the maximum extent feasible?

The 2001 Clean Air Plan contains transportation control measures and land use planning strategies that reduce emissions and reduce dependency on automobiles. These measures and strategies are included as part of the attainment strategy of the Clean Air Plan. **Table 6.2-10, Consistency of Clean Air Plan Land Use and Transportation Control Measures and Specific Plan Policies**, provides an analysis of the consistency between the applicable 2001 Clean Air Plan transportation control measures and land use planning strategies and the corresponding specific plan policies.

As demonstrated in **Table 6.2-10**, the specific plan is consistent with all applicable land use and transportation control measures and strategies from the Clean Air Plan. As such, the specific plan would be consistent with the 2001 Clean Air Plan based on this criterion.

Table 6.2-10
Consistency of Clean Air Plan Land Use and Transportation Control Measures and Specific Plan Policies

Clean Air Plan	Specific Plan Policies	Consistent?
T-3: Bicycling and Bikeway Enhancements. The goal of this measure is to encourage the modal shift to bicycles and construct needed bikeways and provide support facilities throughout the county.	*Specific Plan Policy - General* **SPG-2:** Make Great Streets. Great streets are designed for both the automobile and the pedestrian and bicyclist. Of varying widths and configurations, these tree-lined streets are designed to provide comfortable environments for pedestrians while slowing automobile traffic down. Conceived as places and not just conduits, they are memorable, easily distinguishable from one another, and great places to walk, bicycle, and drive. Great streets have on-street parking in order to provide convenient parking for residents, shoppers, and guests alike, as well as to provide a buffer between moving traffic and pedestrians. Street intersections have minimal curb radii to further slow cars and minimize the crossing distance for pedestrians. *Specific Plan Policy – Form and Character* **SPF-2.1.6:** Transform Riverside Avenue into a bicycle-friendly boulevard; provide a pedestrian and a bicycle path that connects the northern terminus of Riverside Avenue under the 101 Freeway to reach the Hot Springs property (This path provides a missing connection within the overall river trail system). **SPF-2.1.7:** Create a better connection with Downtown via car, bicycle, and transit. *Specific Plan Policy - Infrastructure* **SPI-Tails and Bike Paths:** On-street bike lanes and off-street bikeways and multi-use trails would be developed in the Specific Plan to create an interconnected street network.	**Yes.** The proposed specific plan incorporates on-street bike lanes and off-street bikeways as vital components of a transportation network that encourages the use of non-motorized travel modes for daily errands and recreation, and provides easy access for children and other non-drivers to parks and other recreational facilities and activities. The specific plan defines a bicycle and trail network that capitalizes on Paso Robles' existing interconnected street network, its existing and proposed parks and playfields, and its adjacency to the City's greatest untapped open space amenity, the Salinas River.
T-4: Park and Ride Lots. The goal of this measure is to improve the trip reduction potential of park and ride lots by providing commuter transit service and adequate	*Specific Plan Policy - General* **SPG-7:** Get the Parking Right. The compactness, mixed-use nature, and walkability of the various areas in the plan area lend to parking once in order to complete multiple daily tasks on foot.	**Yes.** The proposed specific plan includes a combination of strategies to increase and manage the parking supply. The compactness, mixed-use nature, and

Clean Air Plan	Specific Plan Policies	Consistent?
bicycle storage to existing and future lots in the county. Use of a park and ride lot will generally reduce the length of a commute trip. This reduces running exhaust and evaporative emissions. If a lot is served by commuter transit or shuttle service, and adequate bicycle storage facilities are available on-site, these lots can reduce both VMT and motor vehicle trips.	Particularly for Downtown, the transformation of drivers into walkers is the immediate generator of pedestrian life: crowds of people that animate public life in the streets and generate the patrons of street-friendly retail businesses. It is this "scene" created by pedestrians in appropriate numbers, that provides the energy and attraction to sustain a thriving environment. The park once strategy also reduces the quantity of costly off-site parking spaces required to accommodate the patrons, visitors, and residents of these mixed-use centers. In the case of smaller scale neighborhood centers (such as in Uptown), their proximity to residential neighborhoods reduces the number of off-site parking spaces, since many of the surrounding residents can walk, rather than drive, to these centers to purchase every day necessities, eat out, or get a cup of coffee. *Specific Plan Policy – Infrastructure* **SPI-Pay Parking:** The City will implement pay parking for the prime on-street spaces to better manage and sustain the supply. Newer-technology equipment will be identified and installed that cover multiple spaces and accept multiple forms of payment. All parking for dwellings is provided on-site and/or on the street, and all parking for commercial, office, or civic uses is to be strategically dispersed in a way that maximizes its use, throughout the day and evening, allowing it to be shared by a variety of businesses and uses through a combination of public off-street and on-street parking. This approach to non-residential parking results in significant savings in daily trips and required parking spaces for two reasons: 1) spaces are efficiently shared between uses with differing peak hours, peak days, and peak seasons of parking demand (such as office, restaurant, retail, and entertainment uses), lowering the total space needed. 2) Parking supply is sized to meet average parking loads instead of the worst-case parking ratios needed for isolated buildings because the common supply allows shops and offices with above average demand to be balanced by shops and offices that have below-average demand or are temporarily vacant. **SPI-Transit:** A transit loop is proposed to connect Downtown,	walkability of the plan areas allows for parking once in order to complete multiple tasks on foot, particularly in the Downtown. In the case of smaller scale neighborhood centers (such as in Uptown), their proximity to residential neighborhoods reduces the number of off-site parking spaces, since many of the employees and customers are residents that could walk or take a shuttle bus if that infrastructure was improved and provided. A transit loop is proposed to connect Downtown, the Amtrak station, Uptown, the Paso Robles Event Center, the Pioneer Park historical institutions, and the various neighborhoods within the plan area in order to support the viability of the "park-once" strategy. Furthermore, commercial parking would use paid parking spaces, which would encourage walking, biking, and taking the transit system. This would reduce dependency on automobiles and reduce VMT and related emissions.

Clean Air Plan	Specific Plan Policies	Consistent?
	the Amtrak Station, Uptown, the Paso Robles Event Center, the Pioneer Park historical institutions, and the various neighborhoods within the Plan Area. Running the entire length of Spring Street, the route would enable pedestrians to easily move throughout the Plan Area without an automobile, while supporting the viability of the Park-Once strategy. In addition, the transit system would provide a useful connection between Downtown and the various motels along Spring Street and Riverside Avenue. The system would also allow Downtown visitors to park peripherally at locations such as the Paso Robles Event Center parking lot, helping to reduce the Downtown parking demand. The transit system should be viewed not so much as a "travel mode," but as a "pedestrian assist." Riders would use the system routinely and without planning a "trip." When pedestrians are tired of walking, they can hop onto the bus and when they see something interesting they can get off and look around. Such a transit system would help to keep visitors, and residents, out of their cars, which is vital to the creation of a true urban neighborhood lifestyle. Once people get back in their cars, they can just as well go shopping in the auto-oriented shopping centers, but as long as they are happy on foot or on the bus, a much higher amount of their time and discretionary spending will stay in the Plan Area, particularly Downtown.	
T-6: Traffic Flow Improvements. The goal of this measure is to improve the road system and infrastructure in a way that increases its efficiency, reduces emissions, and supports the other Transportation Control Measures. Traffic flow improvements help keep traffic moving smoothly during peak hours when the road system is near its capacity, such as during commute periods or on holidays. Large road widening projects are discouraged until all strategies to reduce trips and VMT are implemented.	*Specific Plan Policy - General* **SPG-2**: Make Great Streets. Great streets are designed for both the automobile and the pedestrian and bicyclist. Of varying widths and configurations, these tree-lined streets are designed to provide comfortable environments for pedestrians while slowing automobile traffic down. Conceived as places and not just conduits, they are memorable, easily distinguishable from one another, and great places to walk, bicycle, and drive. Great streets have on-street parking in order to provide convenient parking for residents, shoppers, and guests alike, as well as to provide a buffer between moving traffic and pedestrians. Street intersections have minimal curb radii to further slow cars and	**Yes.** The specific plan incorporates traffic-calming improvements to enable pedestrians and automobiles to cross more efficiently, particularly in the Downtown and other high-traffic areas. A transit loop is proposed to connect Downtown, the Amtrak station, Uptown, the Paso Robles Event Center, the Pioneer Park historical institutions, and the various neighborhoods within the plan area in order to support the viability of the "park-once" strategy. This would reduce dependency on automobiles and reduce VMT and related emissions.

Clean Air Plan	Specific Plan Policies	Consistent?
	minimize the crossing distance for pedestrians.	
L-1: Planning Compact Communities. The goal of this strategy is to encourage development at densities high enough to support the goal of enhancing the viability of public transit and maximizing the potential for walking and bicycling to work, shopping, and other destinations without causing undue congestion. In general, the more compact a community is, the lower its number of vehicle trips and miles traveled. Dwelling units for those who prefer higher density living should be clustered in urban core areas and village centers, thus creating a market for convenience retailing and services that contribute to the richness of an urban life-style.	*Specific Plan Policy - General* **SPG-3**: Live Above Stores. The quality and quantity of housing determines the particular character of each district or neighborhood. In the case of mixed-use environments, one of the most appealing characteristics is the opportunity for people to live above stores, providing such residents the ability to take advantage of the proximity of uses provided in such an environment, while reducing their reliance on a car. Whether in a townhouse, a loft or a flat, such dwellings allow for a variety of households to live near diverse services, while providing a constant 24/7 rhythm of use. **SPG-5**: Create a Variety of Housing Choices. As a place matures and its livability and economic value increases, a diverse set of housing choices should be introduced in order to meet the demands of an increasingly varied and prosperous resident population. A range of types, including single family houses, duplexes, triplexes, quadplexes, rowhouses, live/work units, courtyard housing, and lofts, should be provided in order to accommodate residents of varying income, age, and lifestyle. Rental and ownership options should also be provided. Such variety is necessary for long-term vitality. **SPG-6**: Get the Retail Right. The retail industry is increasingly enjoying success with outdoor, "Main Street-type" retail as it better fits the lifestyle of busy consumers. Such environments typically attract more visitors, resulting in higher sales volumes, than standard shopping centers or malls. These retail environments are located around a walkable block pattern with streets accommodating cars and on-street parking. Off-street parking is located in a combination of nearby, shared park-once lots and structures that are compatible to the scale of a Main Street retail district. The retail core typically includes a mix of local and national vendors - a mix that broadens the retail core's appeal while capturing vehicle trips that would otherwise generate more vehicle miles and possible sales tax leakage. Neighborhood centers, which provide everyday necessities	**Yes.** The specific plan envisions Uptown and the Town Centre as pedestrian-friendly, mixed-use neighborhoods and encourages infill development as a means of accommodating growth, while preserving significant historic resources, enhancing open space areas, reducing vehicle miles traveled and other negative environmental effects, and enhancing livability and quality of life. The plan also envisions gradually transitioning the Midtown area to a more walkable environment, and accommodating mixed-use development, visitor serving uses, and higher-intensity housing. The revitalization of Downtown will be achieved by expanding and transforming Downtown into a park-once, mixed-use retail district.

Clean Air Plan	Specific Plan Policies	Consistent?
	within walking distance of surrounding residential neighborhoods, function in the same way, albeit at a smaller scale. *Specific Plan Policy – Form and Character* **SPF-2.1.1 Uptown:** The Uptown will have a network that will have a more comfortable pedestrian environment by shortening distances pedestrians have to walk, providing alternative routes for pedestrians to use, improving safety by eliminating dead ends and providing for a steady but slow flow of automobiles which can provide a further level of passive surveillance. One or more railroad crossings connecting Uptown to Riverside Avenue should be introduced to better connect Uptown residents with employment opportunities along Riverside Avenue, with at least one of the crossings accommodating automobiles as well as pedestrians. **SPF-2.1.2 Oak Park:** The Oak Park will insert a network of pedestrian-oriented streets that are connected to the surrounding street and block network. Once this is done, new housing units can be introduced, and the existing open spaces can be modified and formed to better fit the needs of Oak Park's residents. **SPF-2.1.3 Midtown:** Historic structures of Midtown are preserved or sensitively expanded, and better mixed-use and/or flex buildings will line Spring Street, 21st street, and 24th street. New buildings will be coded to shape the public realm of the street in a pedestrian-friendly manner. **SPF-2.1.5 South of Downtown:** Spring Street will be developed with buildings appropriate to a major thoroughfare, but with a strong pedestrian orientation and a focus on defining Spring Street as an important public space. *Specific Plan Policy – The Development Code* **SPD-5.2 Regulating Plan:** The Regulating Plan locates the zones within the Specific Plan area and identifies the specific parcels and rights-of-way. Many of the buildings within the T3-F zone allow for higher residential densities and a more diverse use mix. The T-4N zone would create vibrant, walkable, primarily	

Clean Air Plan	Specific Plan Policies	Consistent?
	residential neighborhoods. The T4-F zone would preserve the small-scale mixed-use character, while allowing for higher residential densities and a more diverse use mix. The T4-NC zone would create a vibrant neighborhood and civic center. The TC-2 zone would create relatively high density, mixed-use neighborhoods. **SPD-5.3 Land Use Regulations:** A parcel or building within the Specific Plan area shall be occupied by only the land uses allowed within the zone applied to the site by the Regulating Plan. **SPD-5.4 Urban Standards:** Each proposed building shall be designed according to the urban standards identified per the zone in which the property is located. *Specific Plan Policy – Infrastructure* **SPI-Parking:** This Specific Plan includes a combination of strategies to increase and manage the parking supply. Some of the management strategies relate to other modes. The compactness, mixed-use nature, and walkability of the Plan areas allows for parking once in order to complete multiple tasks on foot, particularly in the Downtown. The transformation of drivers into walkers is the immediate generator of pedestrian life: crowds of people that animate public life in the streets and generate the patrons of street-friendly retail businesses.	

Clean Air Plan	Specific Plan Policies	Consistent?
L-2: Providing for Mixed Land Use. The goal of this strategy is to encourage the mixing of compatible commercial and residential land uses when it will reduce dependence on the automobile or improve the balance between jobs and housing.	*Specific Plan Policy - General* **SPG-3**: Live Above Stores. The quality and quantity of housing determines the particular character of each district or neighborhood. In the case of mixed-use environments, one of the most appealing characteristics is the opportunity for people to live above stores, providing such residents the ability to take advantage of the proximity of uses provided in such an environment, while reducing their reliance on a car. Whether in a townhouse, a loft or a flat, such dwellings allow for a variety of households to live near diverse services, while providing a constant 24/7 rhythm of use. **SPG-6**: Get the Retail Right. The retail industry is increasingly enjoying success with outdoor, "Main Street-type" retail as it better fits the lifestyle of busy consumers. Such environments typically attract more visitors, resulting in higher sales volumes, than standard shopping centers or malls. These retail environments are located around a walkable block pattern with streets accommodating cars and on-street parking. Off-street parking is located in a combination of nearby, shared park-once lots and structures that are compatible to the scale of a Main Street retail district. The retail core typically includes a mix of local and national vendors – a mix that broadens the retail core's appeal while capturing vehicle trips that would otherwise generate more vehicle miles and possible sales tax leakage. Neighborhood centers, which provide everyday necessities within walking distance of surrounding residential neighborhoods, function in the same way, albeit at a smaller scale.	**Yes.** The specific plan envisions Uptown and the Town Centre as pedestrian-friendly, mixed-use neighborhoods and encourages infill development as a means of accommodating growth, while preserving significant historic resources, enhancing open space areas, reducing vehicle miles traveled and other negative environmental effects, and enhancing livability and quality of life. The plan also envisions gradually transitioning the Midtown area to a more walkable environment, and accommodating mixed-use development, visitor serving uses, and higher-intensity housing. The revitalization of Downtown will be achieved by expanding and transforming Downtown into a park-once, mixed-use retail district.
L-3: Balancing Jobs and Housing. The goal of this strategy is to narrow the gap between local imbalances between job availability and housing opportunities within cities and unincorporated communities. The gap between the availability of jobs and housing should not be allowed to expand.	*Specific Plan Policy - General* **SPG-3**: Live Above Stores. The quality and quantity of housing determines the particular character of each district or neighborhood. In the case of mixed-use environments, one of the most appealing characteristics is the opportunity for people to live above stores, providing such residents the ability to take advantage of the proximity of uses provided in such an environment, while reducing their reliance on a car. Whether in	**Yes.** The specific plan will strive to maintain a balanced, pedestrian-oriented community, where the majority of residents can live, work, and shop. This will be achieved by encouraging mixed-use development and higher-density housing, where appropriate, providing a variety of housing choices, and proving retail/commercial uses in "walkable"

Clean Air Plan	Specific Plan Policies	Consistent?
	a townhouse, a loft or a flat, such dwellings allow for a variety of households to live near diverse services, while providing a constant 24/7 rhythm of use. **SPG-5**: Create a Variety of Housing Choices. As a place matures and its livability and economic value increases, a diverse set of housing choices should be introduced in order to meet the demands of an increasingly varied and prosperous resident population. A range of types, including single family houses, duplexes, triplexes, quadplexes, rowhouses, live/work units, courtyard housing, and lofts, should be provided in order to accommodate residents of varying income, age, and lifestyle. Rental and ownership options should also be provided. Such variety is necessary for long-term vitality. **SPG-6**: Get the Retail Right. The retail industry is increasingly enjoying success with outdoor, "Main Street-type" retail as it better fits the lifestyle of busy consumers. Such environments typically attract more visitors, resulting in higher sales volumes, than standard shopping centers or malls. These retail environments are located around a walkable block pattern with streets accommodating cars and on-street parking. Off-street parking is located in a combination of nearby, shared park-once lots and structures that are compatible to the scale of a Main Street retail district. The retail core typically includes a mix of local and national vendors - a mix that broadens the retail core's appeal while capturing vehicle trips that would otherwise generate more vehicle miles and possible sales tax leakage. Neighborhood centers, which provide everyday necessities within walking distance of surrounding residential neighborhoods, function in the same way, albeit at a smaller scale.	core districts and neighborhood retail/commercial centers within walking distance of surrounding residential neighborhoods. The plan also encourages infill development as a means of accommodating growth. Infill development tends to discourage the formation of isolated, or "leap-frog," development that could lead to localized job/housing imbalances.
L-4: Circulation Management. The goal of this strategy is to encourage the design and construction of the county's transportation system in a manner that supports alternative travel modes and decreases reliance on single occupant motor vehicles.	*Specific Plan Policy - General* **SPG-2**: Make Great Streets. Great streets are designed for both the automobile and the pedestrian and bicyclist. Of varying widths and configurations, these tree-lined streets are designed to provide comfortable environments for pedestrians while slowing automobile traffic down. Conceived as places and not	**Yes.** The specific plan incorporates traffic-calming improvements to enable pedestrians and automobiles to cross more efficiently, particularly in the Downtown and other high-traffic areas. A transit loop is proposed to connect Downtown, the Amtrak station,

Clean Air Plan	Specific Plan Policies	Consistent?
	just conduits, they are memorable, easily distinguishable from one another, and great places to walk, bicycle, and drive. Great streets have on-street parking in order to provide convenient parking for residents, shoppers, and guests alike, as well as to provide a buffer between moving traffic and pedestrians. Street intersections have minimal curb radii to further slow cars and minimize the crossing distance for pedestrians.	Uptown, the Paso Robles Event Center, the Pioneer Park historical institutions, and the various neighborhoods within the plan area in order to support the viability of the "park-once" strategy. This would reduce dependency on automobiles and reduce VMT and related emissions.
L-5: Communication, Coordination, and Monitoring. Local jurisdictions, the SLOCAPCD and the Council of Governments should coordinate actions and cooperate in pursuing the implementation of the land use and circulation management programs proposed in this document. The Clean Air Plan and local General Plans should be used as a means to achieve coordinated implementation of these programs.	While there is no specific plan policy requiring coordination with local jurisdictions, the SLOCAPCD, and the SLOCOG, the specific plan is designed to meet the goals established in the City of Paso Robles General Plan by providing a framework for future development within the planning area. The specific plan provides a direct linkage between the City's General Plan and detailed plans for development, and will direct the character and arrangement of future development within the specific plan area.	**Yes.** Consistency of the specific plan with the City's general plan ensures coordinated actions and cooperation in pursuing the implementation of the land use and circulation management programs in the Clean Air Plan. (Consistency of the specific plan and the City's general plan, with respect to air quality, is assessed in **subsection 6.2.6, General Plan Consistency Analysis**.)

Sources:
City of Paso Robles, Downtown Specific Plan: Uptown and Town Centre, (2009).
Impact Sciences, Inc., (2009).
SPG = Specific Plan Policies – General
SPF = Specific Plan Policies – Form and Character
SPD = Specific Plan Policies – The Development Code
SPI = Specific Plan Policies – Infrastructure

Summary

Table 6.2-11, Summary of Paso Robles Uptown/Town Centre Specific Plan Consistency with Applicable Air Quality Plan, provides a summary of the impacts related to this impact threshold.

Table 6.2-11
Summary of Paso Robles Uptown/Town Centre Specific Plan Consistency with Applicable Air Quality Plan

Criteria	Discussion	Consistent?
Clean Air Plan		
2001 Clean Air Plan	Consistency at 2025 buildout of the specific plan with the 2001 Clean Air Plan cannot be determined at this time since the Clean Air Plan does not provide population forecasts beyond 2015. However, the City's population projection through 2015 is not consistent with the 2001 Clean Air Plan.	**No.**
Future 2011 Clean Air Plan	The 2011 Clean Air Plan is being developed and would include the City's updated general plan projections as well as the forthcoming 2010 RTP population projections, which would be higher than the 2005 RTP population projections. As such, the specific plan would likely be consistent with the future 2011 Clean Air Plan.	**Yes (likely).**
Regional Transportation Plan		
2005 Regional Transportation Plan Update	The City's general plan estimates a population growth of 44,000 people by the 2025 buildout of the proposed specific plan, which is higher than the 2005 RTP population growth projection of 36,445 people by 2025 in the City. Therefore, the specific plan would be inconsistent with the 2005 RTP.	**No.**
Future 2010 Regional Transportation Plan Update	The 2010 RTP is currently being developed; it recognizes the need to make available adequate housing supply, which includes new residential opportunities and accounts for the updated general plan for the City. Therefore, the population forecast for the City in 2025 would be higher than what is projected in the 2005 RTP update. As such, the specific plan would likely be consistent with the 2010 RTP update based on this criterion.	**Yes (likely).**
Rate of increase in ADT and Population		
ADT growth is less than Population growth	The rate of increase in ADT is less than the rate of increase in population ratio at buildout of the specific plan in 2025. As such, the specific plan would be consistent with the 2001 Clean Air Plan based on this criterion.	**Yes.**
Land Use Element		
Clean Air Plan Land Use and Transportation Control Measures	As demonstrated in **Table 6.2-10**, the specific plan is consistent with all applicable land use and transportation control measures and strategies from the Clean Air Plan. As such, the specific plan would be consistent with the 2001 Clean Air Plan based on this criterion.	**Yes.**

Source: Impact Sciences, Inc., (2009).

Mitigation Measures

Development of the specific plan could surpass the emission inventories in the Clean Air Plan, potentially affecting the attainment status of the region. This is a considered a significant impact. The specific plan policies that encourage mixed use, infill, pedestrian-oriented, and transit development would result in substantial reductions in VMT and associated emissions. The City's general plan Circulation, Conservation, and Land Use elements incorporate policies that would reduce VMT and emissions. The specific plan also incorporates many similar or identical policies that would achieve reductions in VMT and emissions. Nonetheless, the specific plan retains the following mitigating features from the City's 2003 general plan:

- The specific plan would implement the following general plan Circulation Element policies to reduce VMT and associated emissions.

  Goal CE-1: Establish a safe, balanced, and efficient circulation and pedestrian system serving all segments of the community, preserving the City's small town character and quality of life, and planning for anticipated growth.

  – **Policy CE-1D:** Transit. Improve transit services.

  – **Policy CE-1E:** Rail. Promote rail transportation for inter- and intra-state rail service travel, along with rail service for travel within the City.

  – **Policy CE-1F:** Pedestrian Access and General Coordination. Provide safe and convenient pedestrian access to all areas of the city and cooperate with other agencies regarding transportation planning.

- The specific plan would implement the following general plan Conservation Element policies to reduce VMT and associated emissions.

  Goal C-2: Air Quality. Seek to maintain air quality by taking actions to reduce traffic congestion, vehicle miles traveled, and air pollutant emissions.

  – **Policy C-2A:** Traffic Congestion Reduction. Implement circulation systems improvements to reduce congestion and associated air contaminant emissions.

  – **Policy C-2B:** VMT Reduction. Implement programs to reduce the number of vehicle miles traveled (VMT), especially by single occupant vehicles, including providing opportunities for mixed-use projects.

  – **Policy C-2C:** Emissions Reduction. Take steps to reduce creation of air contaminant emissions.

- The specific plan shall implement the following general plan Land Use Element policies to reduce VMT and associated emissions.

  Goal LU-1: Land Uses. Strive to maintain a balanced community, where the majority of residents can live, work, and shop.

  – **Policy LU-1D:** Community Safety and Identity. Promote urban/community design that is comfortable, safe and conducive to pedestrian use. Preserve and strengthen the integrity of distinct and identifiable neighborhoods and districts.

  Goal LU-2: Image/Identity. Maintain/enhance the City's image/identity.

  – **Policy LU-2I:** Infill Development. Encourage infill development as a means of preserving open space areas, reducing vehicle miles traveled, and enhancing livability and quality of life, while accommodating new growth.

The SLOCAPCD 2001 Clean Air Plan also contains primary emission control strategies to reduce local and regional emissions. The following Clean Air Plan primary emission control strategies that apply to the specific plan shall be implemented as mitigation measures:

- The specific plan would require compliance with the following Clean Air Plan primary emission control strategies to reduce local and regional emissions.

  – **Reduced Vehicle Use:** Use of carpooling, public transit, compressed work weeks, bicycling and other methods to reduce the number of trips made by private auto will reduce NO_X, ROG and PM_{10} emissions throughout the region.

  – **New Source Review:** New or modified sources requiring District permits must apply Best Available Control Technology; larger sources must also offset (reduce emissions at another source) all remaining ROG and NO_X emissions from the proposed facility.

  – **Indirect Source Review:** A series of proposed land use planning strategies and ongoing project review through the California Environmental Quality Act (CEQA) will reduce the increase in emissions from new commercial and residential development.

The SLOCAPCD *CEQA Air Quality Handbook* contains mitigation measures to reduce automobile dependency and association emissions. The specific plan also incorporates many similar or identical policies that would achieve reductions in VMT and emissions. Nonetheless, the following *CEQA Air Quality Handbook* measures shall be implemented as mitigation measures:

- The specific plan would encourage the following *CEQA Air Quality Handbook* recommended mitigation strategies to reduce local and regional emissions.

  – Building compact communities to limit urban sprawl

  – Mixing complementary land uses, such as commercial services located within and/or adjacent to medium or higher density housing

- Develop core commercial areas within 0.25 to 0.5 mile of residential housing areas
- Develop residential housing areas within 0.25 mile of transit centers and transit corridors
- Providing a balance of job opportunities and housing within communities
- Increasing residential and commercial densities along transit corridors
- Orienting buildings toward streets with automobile parking in the rear to promote a pedestrian-friendly environment and to provide convenient pedestrian and transit access
- Providing a pedestrian-friendly and interconnected streetscape to make walking more convenient, comfortable and safe
- Providing good access for pedestrians, bicyclists, and transit users
- Prioritizing in-fill projects that provide development within the urban core and urban reserve lines
- Orient buildings to maximize natural heating and cooling

As buildout of the proposed project would occur over a 35-year period, the best management practices current at the time of development should be implemented for projects within the specific plan area.

Residual Impacts

The implementation of the above listed mitigating features would reduce VMT and associated emissions. However, impacts are expected to remain significant and unavoidable (Class I).

6.2.4.2.2: Violate any air quality standard or contribute substantially to an existing or projected air quality violation. (Class III – Not Significant)

Impact Analysis

Short term emissions associated with specific plan buildout would be generated by construction activities and equipment as well as from temporary mobile sources from workers commuting to individual project sites within the specific plan area. It is possible that some individual projects in the specific plan area would exceed the project-specific construction thresholds established by the SLOCAPCD. However, such projects would be required to include mitigation measures to address potential impacts, when environmental review is conducted for these projects. When construction-related emissions exceed 185 pounds per day or 2.5 tons per quarter for ROG or NO_X, Best Available Control Technology for construction equipment (CBACT) is required. When construction-related emissions exceed 2.5 tons per quarter for PM_{10}, CBACT is required. In addition, fugitive dust (PM_{10}) mitigation measures are required

when construction-related PM_{10} exceeds the threshold. For large construction projects, off-site mitigation measures may also be required. Recommended short term mitigation measures are provided in the SLOCAPCD *CEQA Air Quality Handbook*.

Long-term emissions associated with specific plan buildout would be generated by both stationary and mobile sources as a result of normal day-to-day activities. Stationary emissions would be generated by the consumption of natural gas for space and water-heating devices. Mobile emissions would be generated by the motor vehicles traveling to, from, and within the specific plan area. It is possible that some individual projects in the specific plan area would exceed the project-specific operational thresholds established by the SLOCAPCD. However, such projects would be required to include mitigation measures to address potential impacts, when environmental review is conducted for these projects. When operational-related emissions exceed 25 pounds per day for ROG, NO_X, SO_2, or PM_{10}, significant air quality impacts may occur and mitigation measures should be applied. When operation-related emissions exceed 550 pounds per day for CO, emissions should be modeled to determine their significance. Recommended long-term mitigation measures are provided in the SLOCAPCD *CEQA Air Quality Handbook*.

The cumulative impact of the individual projects within the specific plan area is a function of the emissions anticipated under regional growth forecasts. As noted above, buildout under the specific plan would result in a greater than anticipated population under regional growth forecasts. However, the specific plan would result in a rate of population growth that is greater than the rate of growth in vehicles trips. Additionally, the specific plan incorporates policies that are consistent with the applicable 2001 Clean Air Plan transportation control measures and land use planning strategies, which would reduce emissions and reduce dependency on automobiles. With the implementation of the specific plan policies, impacts would be less than significant.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts are considered to be less than significant (Class III).

6.2.4.2.3: Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors). (Class III – Not Significant)

Impact Analysis

As shown in **Tables 6.2-6** and **6.2-7**, above, the basin is currently in nonattainment of the CAAQS for ozone and PM_{10}. Project-related increases in ozone and PM_{10} could potentially exacerbate the basin's existing nonattainment or delay the attainment of these standards. As discussed above, the cumulative impact of the individual projects within the specific plan area is a function of the emissions anticipated under regional growth forecasts. As noted above, buildout under the specific plan would result in a greater than anticipated population under regional growth forecasts. However, the specific plan would result in a rate of population growth that is greater than the rate of growth in vehicles trips. Additionally, the specific plan incorporates policies that are consistent with the applicable 2001 Clean Air Plan transportation control measures and land use planning strategies, which would reduce emissions and reduce dependency on automobiles.

The City's general plan includes the specific plan area. As such, cumulative impacts associated with buildout of the specific plan should refer to cumulative impacts associated with buildout of the general plan. The City's general plan update EIR indicates that buildout under the general plan would be greater than anticipated under regional growth forecasts. However, with the implementation of the general plan policies and Clean Air Plan control measures listed in the EIR, cumulative impacts would be less than significant. Upon future buildout of the City through the implementation of the general plan, individual projects could exceed the 25 pounds per day threshold for ROG, NO_X, SO_2, or PM_{10}. As discussed above, such project would be required to implement mitigation measures to reduce long-term emissions. With implementation of the general plan policies and the Clean Air Plan control measures, cumulative impacts under the general plan would be less than significant.

The ~~It should be noted that the~~ region already exceeds the CAAQS for ozone and PM_{10}. The region will continue to exceed state standards in the short term and medium term and development within the proposed specific plan area could cumulatively contribute to these exceedances. However, the specific plan provides policies consistent with the applicable 2001 Clean Air Plan transportation control measures and land use planning strategies, which would reduce emissions and reduce dependency on automobiles. These measures and strategies are generally considered as mitigation measures for impacts related to exceedances of air quality standards. Upon~~upon~~ implementation of specific plan policies, Clean Air Plan

control measures, and individual project-level mitigation measures required on a case-by-case basis, impacts would be less than significant.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts are considered to be less than significant (Class III).

6.2.4.2.4: Expose sensitive receptors to substantial pollutant concentrations. (Class II – Significant but Mitigable)

Impact Analysis

Fugitive Dust

Short-term construction-related emissions associated with specific plan buildout has the potential to expose nearby sensitive receptors to substantial pollutant concentrations particularly when construction activities includes a substantial amount of earthmoving resulting in fugitive dust (PM_{10}) emissions. As noted above, when construction-related emissions for individual projects exceed 2.5 tons per quarter for PM_{10}, CBACT is required, in addition to fugitive dust mitigation measures. Recommended fugitive dust mitigation measures are provided in the SLOCAPCD *CEQA Air Quality Handbook*. All PM_{10} mitigation measures that are required must be included on grading and building plans for the individual projects. In addition, the contractor or builder should designate a person or persons to monitor the dust control program and to order increased watering, as necessary, to prevent transport of dust off site. Their duties shall include holidays and weekend periods when work may not be in progress. The name and telephone number of such persons shall be provided to the SLOCAPCD prior to land use clearance for map recordation and land use clearance for finish grading of the structure. Compliance with these measures would reduce the potential for localized PM_{10} impacts.

Stationary Sources

Long-term emissions associated with specific plan buildout would be generated by both stationary and mobile sources as a result of normal day-to-day activities. In general, stationary sources that emit uncontrolled emissions greater than two pounds per day must be permitted by the SLOCAPCD, unless exempted under SLOCAPCD's Rule 201. Through this permitting process, the SLOCAPCD monitors the amount of stationary criteria pollutant emissions and toxic air contaminant being generated and uses this

information in developing clean air plans. In addition, if a SLOCAPCD permit is required and the emissions for the permitted equipment or facility occur within 1,000 feet of a school or if a new school is located within 0.25 mile of an existing source of hazardous air emissions, additional requirements must be met in accordance with California Health and Safety Code Section 42301.6 and Section 44360, Public Resources Code Section 21151.8, and Education Code Section 17213. These regulations require that impacts to schools be assessed and mitigated, as appropriate, and notification be made to nearby residents and students' parents. It is possible that some individual projects in the specific plan area would require SLOCAPCD permits and/or additional environmental review for nearby sensitive receptors. However, such projects would be required to include mitigation measures to reduce potential impacts, when environmental review is conducted for these projects.

Carbon Monoxide Hotspots

Mobile source emissions are generally not localized and would occur throughout the specific plan area and the region. However, traffic congested roadways and intersections have the potential to generate localized high levels of CO. Localized areas where ambient concentrations exceed state and/or federal standards are termed CO "hotspots." Such hotspots are defined as locations where the ambient CO concentrations exceed the state or federal ambient air quality standards. CO is produced in greatest quantities from vehicle combustion and is usually concentrated at or near ground level because it does not readily disperse into the atmosphere. As a result, potential air quality impacts to sensitive receptors are assessed through an analysis of localized CO concentrations. Areas of vehicle congestion could have the potential to create CO hotspots if they cause an exceedance of the state ambient air quality 1-hour standard of 20 ppm or the 8-hour standard of 9.0 ppm. The federal levels are less stringent than the state standards and are based on 1- and 8-hour standards of 35 and 9 ppm, respectively. Thus, an exceedance condition would occur based on the state standards prior to exceedance of the federal standard. The SLOCAPCD recommends that individual projects predicted to generate significant levels of traffic or congestion conduct a CO hotspot analysis. A CO hotspot analysis uses dispersion modeling to conservatively estimate localized impacts from mobile source CO emissions and is generally required whenever a project is expected to cause significant queuing of vehicles at an intersection, or is predicted to cause the level of service (LOS) on a roadway segment to degrade to LOS D or lower. It should be noted that the County is in attainment of both the CAAQS and NAAQS for CO and background concentrations are relatively low. Monitored CO concentrations for the 1-hour and 8-hour averaging periods were 2.1 parts per million (ppm) and 1.2 ppm, respectively, which is well below the state and federal standards.[64] Therefore, it is not anticipated that buildout of the specific plan would result in the formation of a CO hotspot. Nonetheless, individual projects that cause the LOS on a roadway segment to

[64] Based on data from the most recent year in which CO was monitored in the region. Refer to **Table 6.2-2**.

degrade to LOS D or lower degrade would be required to assess CO hotspots and provide mitigation, in the form of roadway or intersection improvements, as needed.

Mobile Source Toxic Air Contaminants

In addition to criteria pollutants, mobile sources emit toxic air contaminants, which are airborne substances that are capable of causing chronic (i.e., of long duration) and acute (i.e., severe, but of short duration) adverse effects on human health. CARB has determined that health effects are generally elevated near heavily traveled roadways. The CARB guidance document, *Air Quality and Land Use Handbook*, recommends that lead agencies, where possible, avoid citing new sensitive land uses within 500 feet of a freeway,[65] urban roads with 100,000 vehicles per day, or rural roads with 50,000 vehicles per day. This recommendation is not mandated by state law, but only serves as a general guidance to lead agencies when considering land use projects. The *Air Quality and Land Use Handbook* states that it is up to lead agencies to balance other considerations, including housing and transportation needs, economic development priorities, and other quality of life issues.[66] US Highway 101 is located in the eastern portion of the specific plan area. Therefore, it is recommended that a mitigation measure be included limiting the development of sensitive land uses within 500 feet of US Highway 101, where feasible.

Diesel Particulate Matter

Certain types of land uses have the potential to attract or generate a large number of diesel-fueled truck trips, which results in emissions of diesel particulate matter. On August 27, 1998, CARB designated diesel particulate matter emissions from diesel-fueled engines as a toxic air contaminant. Individual projects in the specific plan area may attract or generate large numbers of diesel-fueled truck trips. The SLOCAPCD recommends that a diesel exhaust screening level health risk assessment should be performed in consultation with SLOCAPCD engineering staff for projects that will result in significant use of heavy-duty diesel equipment in areas with potential for human exposure, especially when exposure to sensitive receptors is likely. The *Uptown/Town Centre Specific Plan* incorporates a form-based code intended to ensure development patterns are consistent with the existing scale and character in Paso Robles. Inconsistent land uses would not be placed adjacent to each other under the form-based code, such as developing industrial areas next to residential areas. With the implementation of the specific plan policies, it is unlikely diesel particulate matter impacts would result; however, individual projects would

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65 California Air Resources Board, *Air Quality and Land Use Handbook*, (2005) 8-9. The 2002 study of impacts along the San Diego (I-405) Freeway and the Long Beach (I-710) Freeway cited by CARB in its *Air Quality and Land Use Handbook* found a substantial reduction in pollutant concentrations, relative exposure, and health risk beyond 300 feet.

66 California Air Resources Board, *Air Quality and Land Use Handbook*, (2005) 4.

assess any potential impacts and implement appropriate mitigation when project-level environmental review is conducted.

Mitigation Measures

The following mitigation measures shall be implemented:

6.2-1 In accordance with CARB recommendations, development of sensitive land uses within the specific plan area within 500 feet of US Highway 101, urban roads with 100,000 vehicles per day, or rural roads with 50,000 vehicles per day, shall be minimized. Where this is not possible, development of sensitive land uses shall include project features that minimize the health impacts associated with freeways and heavily traveled roadways, as determined to be feasible during the design of individual buildings. Example measures to be considered include installing passive electrostatic filtering systems, changing the location of building air intakes, installing non-operable windows where appropriate to reduce particulate matter exposure, and other appropriate measures.[67]

Residual Impacts

Impacts are considered to be less than significant after mitigation (Class II).

6.2.4.2.5: Create objectionable odors affecting a substantial number of people. (Class III – Not Significant)

Impact Analysis

Certain types of facilities and land uses have the potential to generate odorous emissions. Odorous emissions are subject to nuisance regulations because they can be pervasive enough to annoy a considerable number of persons. The SLOCAPCD regulates nuisance under Rule 402, which prohibits the discharge of air contaminants that would cause injury, detriment, nuisance or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.

The SLOCAPCD *CEQA Air Quality Handbook* recommends that certain facilities and types of land uses be located away from odor-sensitive receptors, such as residential areas or other areas where people may

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67 Sacramento Metropolitan Air Quality Management District, "Recommended Protocol for Evaluating the Location of Sensitive Land Uses Adjacent to Major Roadways," http://www.airquality.org/ceqa/SLUMajorRoadway/SLURecommendedProtocol2.2-Mar2009.pdf. 2009.

congregate, such as recreational facilities, work sites, and commercial areas. **Table 6.2-12, Screening Distances for Potential Odor Sources**, lists the recommended screening distances that odor-generating facilities and land uses should be located from odor-sensitive receptors. Facilities and land uses that are located in accordance with these distances are assumed to result in a less than significant odor impact.

It should be noted that the Lead Agency should evaluate facilities not included in **Table 6.2-12** or projects separated by greater distances if warranted by local conditions or special circumstances. For a project locating near an existing odor source, the project should be identified as having a significant odor impact if it will be located closer to an existing odor source than any location where there has been (1) more than one confirmed complaint per year averaged over a three year period, or (2) three unconfirmed complaints per year averaged over a three year period.

Table 6.2-12
Screening Distances for Potential Odor Sources

Type of Facility	Distance
Wastewater Treatment Plant	1 miles
Sanitary Landfill	1 mile
Transfer Station	1 mile
Composting Facility	1 mile
Petroleum Refinery	2 miles
Oil Field	1 mile
Asphalt Batch Plant	1 mile
Chemical Manufacturing	1 mile
Fiberglass Manufacturing	1 mile
Painting/Coating Operations	1 mile
Rendering Plant	1 mile
Coffee Roaster	1 mile
Food Processing Facility	1 mile

Source: San Luis Obispo County Air Pollution Control District, CEQA Air Quality Handbook, *(2009) 3-9.*

If a proposed project is determined to result in potential odor problems, mitigation measures should be identified and implemented. For some projects, add-on controls or process changes, such as carbon absorption, incineration or an engineering modification to stacks/vents, can reduce odorous emissions. In many cases, however, the most effective mitigation strategy is the provision of a sufficient distance, or buffer zone, between the source and the receptor(s).

It is possible that some individual projects in the specific plan area would be located within the screening distances identified above. However, such projects would be required to include mitigation measures to address potential impacts, when environmental review is conducted for these projects. In addition, the *Uptown/Town Centre Specific Plan* incorporates a form-based code intended to ensure development patterns are consistent with the existing scale and character in Paso Robles. The form-based code will regulate development in the specific plan area by addressing the relationship between building facades and the public realm, the form and mass of buildings in relation to one another, and the scale and types of streets and blocks. Inconsistent land uses would not be placed adjacent to each other under the form-based code, such as developing industrial areas next to residential areas. With the implementation of the specific plan policies, impacts would be less than significant.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts are considered to be less than significant (Class III).

6.2.4.2.6: Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment. (Class III – Not Significant)

Impact Analysis

Construction Emissions

The proposed project would result in short-term emissions of GHGs during construction. These emissions, primarily CO_2, CH_4, and N_2O, are the result of fuel combustion by construction equipment and motor vehicles. The other primary GHGs (hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride) are typically associated with specific industrial sources and are not expected to be emitted by the proposed specific plan in appreciable quantities. It is not possible to determine precise emissions associated with construction of the specific plan because individual projects are not defined and detailed construction information is not available. Therefore, the short time emissions of CO_2, the primary greenhouse gas associated with construction of the specific plan, were estimated in a general way using the URBEMIS2007 Environmental Management Software. URBEMIS2007 is a land use and transportation based computer model designed to estimate regional air emissions from new land use development projects. The model accounts for certain meteorological conditions that characterize specific air basins in California. Construction activity for the portion of the specific plan that would be built by 2025 was

assumed to be evenly spread out. Construction activity for the portion of the specific plan that would be built between 2025 and 2035 was also assumed to be evenly spread out.[68]

URBEMIS2007 only calculates CO_2 emissions and does not provide estimates of other GHGs associated with combustion, namely CH_4 and N_2O. Therefore, in order to account for emissions of these compounds, the following adjustments were made to the URBEMIS2007 emission calculations:

- **Construction diesel trucks and equipment**: The CO_2 emissions associated with off-road and on-road equipment were multiplied by a factor based on the assumption that CO_2 represents approximately 99.1 and 99.9 percent, respectively, of the CO_2e emissions. These assumptions were derived from the California Climate Action Registry[69] and the California Energy Commission.[70]
- **Motor vehicles**: The CO_2 emissions associated with project-generated trips were multiplied by a factor based on the assumption that CO_2 represents 95 percent of the CO_2e emissions associated with passenger vehicles, which account for most of the project-related trips.[71]

Current CEQA practice is to amortize construction-related GHG emissions over a project's lifetime in order to include these emissions as part of a project's annualized lifetime total emissions, so that GHG reduction measures will address construction GHG emissions as part of the operational GHG reduction strategies. A project lifetime has been defined by the SLOCAPCD as 50 years for residential development and 25 years for commercial development. To simplify the calculations, the estimated specific plan's construction GHG emissions have been amortized over a 30-year period and are included in the annualized operational GHG emissions discussed below.

Unlike federally and state-regulated criteria pollutants, which predominantly affect local and regional air quality, GHGs tend to remain in the atmosphere for longer periods of time and have global impacts. As previously explained under **subsection 6.2.1.5, Global Climate Change**, the current recommended methodology for evaluating the global warming potential of GHGs is to estimate the climate change impacts of GHGs using the warming potential of CO_2 over a 100-year period as a baseline. Although GHGs are generated during construction and are accordingly considered one-time emissions, it is important to include construction-related GHG emissions when assessing all of the long-term GHG emissions associated with a project.

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68 The traffic impact analysis for the specific plan assumed a 2035 full-buildout date. Construction within the specific plan area was assumed to begin in 2011.

69 California Climate Action Registry, General Reporting Protocol: Reporting Entity-Wide Greenhouse as Emissions Version 3.1, (2009) 96, 98, 100.

70 California Energy Commission, *Diesel Use in California*, Remarks by Commissioner James D. Boyd, (2002).

71 US Environmental Protection Agency, Office of Transportation and Air Quality, *Greenhouse Gas Emissions from a Typical Passenger Vehicle (EPA420-F-05-004)*, (2005) 4.

This is in contrast to the current recommended methodology for the evaluation of Project-related criteria pollutants, which predominantly affect local and regional (not global) air quality. The method of including construction-related GHG emissions in long-term operational assessments is consistent with current CEQA practice.

Table 6.2-13, Estimated Construction GHG Emissions, lists the estimated GHG emissions associated with construction of the proposed specific plan. Detailed calculations are provided in **Appendix 6.2**.

Table 6.2-13
Estimated Construction GHG Emissions

Construction Phase	Emissions (Metric Tons CO2e/year)
Specific Plan (2025)	31,384
Amortized (2025)[1]	1,046
Specific Plan (2035)	53,383
Amortized (2035)[1]	1,779

Source: Impact Sciences, Inc., (2009). Emissions calculations are provided in Appendix 6.2.
Note: Totals in table may not appear to add exactly due to rounding.
[1] *Annualized CO_2 Emissions are calculated by dividing the total construction GHG emissions over a project lifetime of 30 years.*

Operational Emissions

At buildout, the proposed specific plan would result in direct annual emissions of GHGs during operation. These emissions, primarily CO_2, CH_4, and N_2O, are the result of fuel combustion from building heating systems and motor vehicles. Building and motor vehicle air conditioning systems may use HFCs (and HCFCs and CFCs to the extent that they have not been completely phased out at later dates); however, they are not quantified since emissions would only occur through accidental leaks.

Direct emissions of CO_2, the primary greenhouse gas generated from operation of the specific plan, are primarily due to natural gas consumption and mobile-source emissions. Emission factors for GHGs due to natural gas consumption were obtained from the California Climate Action Registry *General Reporting Protocol*.[72] Mobile-source emissions were calculated using URBEMIS2007, based on trip generation rates provided by the traffic impact analysis for the proposed specific plan. URBEMIS2007 provides only CO_2 emissions; therefore, to account for other GHGs associated with fossil fuel combustion, the CO_2 emissions

[72] California Climate Action Registry, General Reporting Protocol: Reporting Entity-Wide Greenhouse Gas Emissions, Version 3.1, (2009) 101-103.

associated with project-generated trips were multiplied by a factor based on an US EPA assumption that CO_2 represents 95 percent of the CO_2e emissions associated with passenger vehicles, which account for most of the project-related trips.[73]

The proposed specific plan would also result in indirect GHG emissions due to electricity demand. Emission factors for GHGs due to electricity demand were obtained from CARB's *Local Government Operating Protocol*, which contains GHG emission factors from utility providers in California.[74] The cited factors in the CARB report is based on data collected by the California Climate Action Registry. The emission factors take into account the current mix of energy sources used to generate electricity and the relative carbon intensities of these sources, and includes natural gas, coal, nuclear, large hydroelectric, and other renewable sources of energy.

In addition to electrical demand, operation of the proposed specific plan would result in indirect GHG emissions due to water demand. GHG emissions from water demand are due to the electricity needed to convey, treat, and distribute potable water. The annual electrical demand factor for water demand was obtained from the California Energy Commission.[75] GHG emissions from wastewater are due to the electricity needed to treat wastewater and the treatment process itself, which primarily releases CH_4 into the atmosphere. GHG emissions from solid waste generation are due to the decomposition of organic material, which releases CH_4 into the atmosphere. The annual electrical demand factor for water demand[76] was obtained from the California Energy Commission. GHG emission factors for wastewater treatment[77] and solid waste generation[78] were obtained from the US EPA.

The annual GHG emissions associated with the proposed specific plan are provided below in **Table 6.2-14, Estimated Operational GHG Emissions**. Detailed calculations are provided in **Appendix 6.2**. It should be noted that the data used to calculate the GHG emissions, as explained above and in **Appendix 6.2**, are based on information known or reasonably assumed at the time of the analysis. As

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73 US Environmental Protection Agency, Office of Transportation and Air Quality, *Greenhouse Gas Emissions from a Typical Passenger Vehicle (EPA420-F-05-004)*, (2005) 4.

74 California Air Resources Board, *Local Government Operating Protocol*, Version 1.0, (2008) 174.

75 California Energy Commission, Refining Estimates of Water-Related Energy Use in California, PIER Final Project Report (CEC-500-2006-118), (2006) 22.

76 California Energy Commission, *Refining Estimates of Water-Related Energy Use in California, PIER Final Project Report* (CEC-500-2006-118), (2006) 22. Prepared by Navigant Consulting, Inc.

77 US Environmental Protection Agency, *Compilation of Air Pollutant Emission Factors, AP-42,* Fifth Edition, Volume I, Chapter 4.3.5, (1998).

78 US Environmental Protection Agency, Office of Solid Waste and Emergency Response, *Greenhouse Gas Emission Factors for Management of Selected Materials in Municipal Solid Waste* (EPA-530-R-98-013), (1998).

additional information regarding specific projects within the specific plan area become available, the GHG emissions inventory may change relative to the levels shown in **Table 6.2-14**.

Table 6.2-14
Estimated Operational GHG Emissions

GHG Emissions Source	Emissions (Metric Tons CO_2e/year)
Specific Plan (2025)	
Annualized Construction	1,046
Operational (Mobile) Sources	11,858
Area Sources (Natural Gas Consumption)	4,947
Electricity Consumption	2,769
Solid Waste Generation	48
Water Supply	384
Wastewater Treatment	78
Annual Total	**21,130**
Specific Plan (2035)	
Annualized Construction	1,779
Operational (Mobile) Sources	19,182
Area Sources (Natural Gas Consumption)	8,174
Electricity Consumption	4,674
Solid Waste Generation	81
Water Supply	641
Wastewater Treatment	129
Annual Total	**34,660**

Source: Impact Sciences, Inc., (2009). Emissions calculations are provided in Appendix 6.2.
Totals in table may not appear to add exactly due to rounding.

As previously discussed, California emitted approximately 484 $MMTCO_2e$ in 2006, based on CARB's inventory data. While the proposed specific plan would result in emissions of GHGs, the proposed project would result in a very small fraction of the state's GHG emissions~~, as presented in **Table 6.2-15, Comparison of GHG Emissions between the Proposed Specific Plan and California**~~.

~~**Table 6.2-15**~~
~~**Comparison of GHG Emissions between the Proposed Specific Plan and California**~~

~~Emitting Entity~~	~~GHG Emissions ($MTCO_2e$)~~
~~Specific Plan (2025)~~	~~21,427~~
~~Specific Plan (2035)~~	~~35,141~~
~~California (with imported electricity)~~	~~483,870,000~~
~~**Specific Plan Percent of State Emissions (2025)**~~	~~**0.0044%**~~
~~**Specific Plan Percent of State Emissions (2035)**~~	~~**0.0073%**~~

~~*Source: Impact Sciences, Inc., (2009).*~~

A comparison of the GHG emissions on a per capita basis can also be made between the specific plan and the State of California. **Table 6.2-15~~16~~, Comparison of Per Capita GHG Emissions between the Proposed Specific Plan and California**, compares the estimated per capita GHG emissions associated with the specific plan and the State of California. As shown, the specific plan would result in lower per capita GHG emissions compared to the state average.

Table 6.2-15~~16~~
Comparison of Per Capita GHG Emissions between the Proposed Specific Plan and California

Emitting Entity	Population	Estimated GHG Emissions ($MTCO_2e$/year)	Per Capita GHG Emissions ($MTCO_2e$/year)
Specific Plan (2025)	2,581	21,427	8.30
Specific Plan (2035)	4,304	35,141	8.17
California (1990 Population)[1]	29,760,021	433,290,000	14.56
California (2006 Population)[2]	37,086,191	483,870,000	13.05
Percent of State's 2006 Emissions (2025)			**63.62%**
Percent of State's 2006 Emissions (2035)			**62.58%**

Source: Impact Sciences, Inc., (2009).
[1] *US Census Bureau, "Data Finders," http://www.census.gov/. 2009*
[2] *California Department of Finance, "E-4 Population Estimates for Cities, Counties and the State, 2001-2009, with 2000 Benchmark," http://www.dof.ca.gov/research/demographic/reports/estimates/e-4_2001-07/. 2009.*

The emissions associated with the specific plan after buildout likely represent a conservative assessment of the actual GHG emissions that would result from development. The construction emissions were based on the assumption that equipment would operate continuously throughout the workday. In reality,

construction equipment tends to operate cyclically for only a portion of the workday. In addition, as noted in CARB's AB 32 *Climate Change Scoping Plan*, reductions in GHG emissions from construction equipment are expected to occur upon implementation of the low-carbon fuel standard (Scoping Plan Measure 5) and vehicle hybridization and energy efficiency standards adopted for medium- and heavy-duty vehicles (Scoping Plan Measure 10). These additional reductions were not quantified in this analysis resulting in conservatively estimated construction GHG emissions.

As shown in **Table 6.2-14**, GHG emissions from motor vehicles represent over half of the total emissions associated with the proposed project buildout. Neither the state nor the federal government regulates tailpipe GHG emissions. However, several proposed actions have taken place at the federal and state level that would reduce GHG emissions from motor vehicles once the regulations have been adopted and implemented. These reductions were not accounted for in the model.

This assessment also is conservative because it does not account for improvements in fuel economy standards for cars, light trucks, and sport utility vehicles. In 2007, the president signed the Energy Independence and Security Act, which set a goal of achieving a Corporate Average Fuel Economy (CAFE) standard of 35 miles per gallon by 2020 for new cars, light trucks, and sport utility vehicles. Additionally, as mentioned above, California has adopted the Low Carbon Fuel Standard. Under CARB's *Climate Change Scoping Plan*, fuel-efficient tire standards are being pursued (Scoping Plan Measure 7). Also, as previously discussed, the US EPA is currently developing regulations that would set GHG emission standards for motor vehicles similar to the Pavley requirements in established AB 1493. Furthermore, the US EPA granted California the waiver to implement Phase II of the Pavley standards, which would achieve additional reductions in motor vehicle GHG emissions beyond 2016. Additionally, to the extent technology continues to improve and CAFE standards become more stringent, this analysis provides a conservative estimate of motor vehicle emissions based on current technology and CAFE standards, which are not accounted for in the air quality models.

Similarly, the GHG emissions associated with electricity, natural gas, and water consumption represent conservative estimates since the effect of many of the project design features are not included in the emission calculations. In addition, it is likely that the California Energy Commission will adopt more stringent Title 24 standards in the future, which would reduce energy consumption for buildings constructed under those future standards. These reductions would likely be quantified when environmental review is conducted at the project level.

The purpose of the proposed specific plan is to amend the general plan's existing land use map and zoning designations within the specific plan area with the *Uptown/Town Centre Specific Plan* Development Code. The specific plan area is envisioned as a pedestrian-oriented development with mixed-use

neighborhoods where the majority of residents can live, work, and shop and contains measures that would reduce GHG emissions. Therefore, the specific plan would likely reduce GHG emissions on a per capita basis, when compared to the City's general plan. Therefore, based on the conservatively estimated specific plan GHG emissions provided above and that the specific plan would result in per capita GHG emissions that are approximately 36 to 37 percent less than the State of California per capita GHG emissions, the specific plan would not generate greenhouse gases that have a significant impact on the environment.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts are considered to be less than significant (Class III).

6.2.4.2.7: Conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases. (Class III – Not Significant)

Impact Analysis

The goal of AB 32 is to reduce statewide GHG emissions to 1990 levels by 2020. In December 2008, CARB adopted the *Climate Change Scoping Plan*, which details strategies to meet that goal. The Scoping Plan instructs local governments to establish sustainable community strategies to reduce GHG emissions associated with transportation, energy, and water, as required under SB 375. Planning efforts that lead to reduced vehicle trips while preserving personal mobility should be undertaken in addition to programs such as employee transit incentives, telework programs, car sharing, parking policies, public education programs and other strategies that enhance and complement land use and transit strategies. The *Climate Change Scoping Plan* also recommends energy-efficiency measures in buildings such as maximizing the use of energy-efficient appliances and solar water heating as well as complying with green building standards that result in decreased energy consumption compared to Title 24 building codes. In addition, the *Climate Change Scoping Plan* encourages the use of solar photovoltaic panels and other renewable sources of energy to provide clean energy and reduce fossil-fuel based energy.

In addition to the measures listed in the *Climate Change Scoping Plan*, other state offices have provided recommended measures that would assist lead agencies in determining consistency with the state's GHG reduction goals. The California Office of the Attorney General has stated that lead agencies can play an

important role in "moving the State away from 'business as usual' and toward a low-carbon future."[79] The Attorney General's Office has released a guidance document that provides information to lead agencies that may be helpful in carrying out their duties under CEQA with respect to GHGs and climate change impacts. Provided in the document are measures that can be included as project design features, required changes to the project, or mitigation measures at the project level and at the general-plan level. The measures are not intended to be exhaustive and may not be appropriate for every project or general plan. The Attorney General's Office affirms that "the decision of whether to approve a project—as proposed or with required changes or mitigation—is for the local agency, exercising its informed judgment in compliance with the law and balancing a variety of public objectives."

The project's consistency with the implementing programs and regulations to achieve the statewide GHG emission reduction goals established under AB 32 is evaluated below in **Table 6.2-~~17~~16, Consistency of Sustainable Strategies with AB 32 Scoping Plan Measures.** The sustainable policies, project design features, and mitigation measures included in the project are evaluated relative to the key measures included in CARB's *Climate Change Scoping Plan*. Compliance with specific regulations cannot be determined at this point because CARB has not yet developed specific regulations to achieve the reductions called for in the Scoping Plan measures. Therefore, **Table 6.2-~~17~~ 16** is intended to demonstrate general compliance with the intent of the Scoping Plan measures. As shown in the table below, the project would generally comply with the applicable Scoping Plan measures.

Similarly, the project's consistency with the Attorney General's Office recommended strategies at the general plan level is evaluated below in **Table 6.2-~~18~~17, Consistency of Sustainable Strategies with Attorney General's Office General Plan Strategies.** The sustainable policies, project design features, and mitigation measures included in the project are evaluated relative to the key recommended measures. As shown in the table below, the project would generally comply with the applicable measures.

A 2008 white paper, *CEQA and Climate Change*, was issued by the California Air Pollution Control Officers Association (CAPCOA). The CAPCOA document provides an analysis of methods for analyzing GHG emissions and an overview of strategies for mitigating potentially significant GHG emissions. The mitigation measures provided in this document include, among other things, transportation and transit measures, community design features, and energy efficiency measures, intended to reduce GHG emissions.

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79 California Office of the Attorney General, *The California Environmental Quality Act: Addressing Global Warming Impacts at the Local Agency Level*, (2008)

On June 19, 2008, OPR issued a technical advisory as interim guidance regarding the analysis of GHG emissions in CEQA documents.[80] The OPR technical advisory included recommended mitigation measures for projects. However, these measures are intended to be analyzed at the project level. If no method has been formally adopted by a lead agency to evaluate the significance of GHG emissions, individual projects should evaluate its consistency with OPR's recommended measures in its technical advisory when environmental review is conducted for these projects.

As shown in **Table 6.2-16~~17~~** and **Table 6.2-17~~18~~**, the project is consistent with the general intent of CARB's Scoping Plan and the Attorney General's general-plan level policies. It is not generally possible to accurately quantify GHG emission reductions associated with general-plan level policies. Individual projects implemented as part of the specific plan would be required to implement specific project-level measures that are consistent with the specific plan policies. These reductions would likely be quantified when environmental review is conducted at the project level.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts are considered to be less than significant (Class III).

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80 Governor's Office of Planning and Research, *Technical Advisory – CEQA and Climate Change: Addressing Climate Change through California Environmental Quality Act (CEQA) Review*, (2008).

Table 6.2-16~~17~~
Consistency of Sustainable Strategies with AB 32 Scoping Plan Measures

Scoping Plan Measure	Specific Plan Policies and Design Standards	Consistent?
SPM-1: California Cap-and-Trade Program linked to Western Climate Initiative	The project would comply with this measure to the extent that sources within the Specific Plan Area subject the Cap-and-Trade program would comply with applicable regulations.	**Yes.** The project would not impede or conflict with the state's ability to achieve reductions associated with this Scoping Plan measure.
SPM-2: California Light-Duty Vehicle GHG Standards	The project would comply with this measure to the extent that motor vehicles used by the proposed project and its occupants would meet the standards that are in effect at the time of purchase.	**Yes.** The project would not impede or conflict with the state's ability to achieve reductions associated with this Scoping Plan measure.
SPM-3: Energy Efficiency	*Design Standards: Sustainability* **The Building and Infrastructure** • Individual buildings and complexes will both conserve and produce energy wherever possible in order to decentralize and reduce energy infrastructure. • Building design, configuration, and sizes must reduce energy usage and promote easy internal vertical and horizontal walkability. Approaches to energy conservation should be low-tech, passive, and in harmony with the local climate. • Renewable energy sources such as non-food source biomass, solar, geo-thermal, wind, hydrogen fuel cells and other non-toxic, non-harmful sources will be used to reduce the production of greenhouse gases and emphasize carbon reduction. • Building materials will be locally obtained, rapidly renewable, salvaged, recycled, and recyclable and have low embodied energy. If not, heavy materials will be chosen for their durability, exceptional longevity, and sound construction, taking advantage of thermal mass properties to reduce energy usage. **The Street, Block, and Network** • The positive shaping of the public realm will focus on creating thermally comfortable spaces through passive techniques such as low albedo and shading with landscape and buildings. The techniques will be consistent with local climate.	**Yes.** The project includes policies that increase energy efficiency and is generally consistent with the intent of this Scoping Plan measure.

Scoping Plan Measure	Specific Plan Policies and Design Standards	Consistent?
	The Neighborhood, Town, and City • Renewable energy will be produced at the scale of neighborhood and town, as well as the individual building, in order to decentralize and reduce energy infrastructure. **Energy** • Use passive solar design strategies to minimize or maximize solar heat gain by: ◊ Orienting buildings in a proper relationship to the sun; ◊ Using overhangs, arcades, galleries, shutters, louvers, trellises, and other architectural features to minimize solar heat gain during the summer and maximize solar heat gain during the winter; ◊ Planting deciduous shade trees in strategic locations to minimize solar heat gain during the summer and maximize solar heat gain during the winter; ◊ Designing buildings to allow cooling breezes to circulate through buildings and blocks. • Utilize outdoor circulation (arcades and galleries) and incorporate outdoor living spaces (balconies, patios) to help minimize the amount of conditioned indoor space. • Optimize building shell performance by: ◊ Using tight, well-insulated wall and roof systems ◊ Using high-performance glazing. Utilize high performance energy systems. ◊ To the extent possible, utilize alternative technologies and integrated district energy systems. ◊ Design for emerging energy systems. Design buildings to accommodate renewable energy sources as they become cost effective, including solar, wind, and biomass. • Utilize high performance energy systems. To the extent possible, utilize alternative technologies and integrated district energy systems. • Design for emerging energy systems. Design buildings to accommodate renewable energy sources as they become cost effective, including solar, wind, and biomass.	

Scoping Plan Measure	Specific Plan Policies and Design Standards	Consistent?
SPM-4: Renewable Portfolio Standard	The project would comply with this measure to the extent that utilities serving the proposed project that are subject to the Renewable Portfolio Standard would meet the standards that are in effect.	**Yes.** The project would not impede or conflict with the state's ability to achieve reductions associated with this Scoping Plan measure.
SPM-5: Low Carbon Fuel Standard	The project would comply with this measure to the extent that fuel used to power motor vehicles used by the proposed project and its occupants would meet the standards that are in effect at the time of purchase.	**Yes.** The project would not impede or conflict with the state's ability to achieve reductions associated with this Scoping Plan Measure.
SPM-6: Regional Transportation-Related Greenhouse Gas Targets	*Specific Plan Policy - General* **SPG-2:** Make Great Streets. Great streets are designed for both the automobile and the pedestrian and bicyclist. Of varying widths and configurations, these tree-lined streets are designed to provide comfortable environments for pedestrians while slowing automobile traffic down. Conceived as places and not just conduits, they are memorable, easily distinguishable from one another, and great places to walk, bicycle, and drive. Great streets have on-street parking in order to provide convenient parking for residents, shoppers, and guests alike, as well as to provide a buffer between moving traffic and pedestrians. Street intersections have minimal curb radii to further slow cars and minimize the crossing distance for pedestrians. **SPG-3:** Live Above Stores. The quality and quantity of housing determines the particular character of each district or neighborhood. In the case of mixed-use environments, one of the most appealing characteristics is the opportunity for people to live above stores, providing such residents the ability to take advantage of the proximity of uses provided in such an environment, while reducing their reliance on a car. Whether in a townhouse, a loft or a flat, such dwellings allow for a variety of households to live near diverse services, while providing a constant 24/7 rhythm of use. **SPG-5:** Create a Variety of Housing Choices. As a place matures and its livability and economic value increases, a diverse set of housing choices should be introduced in order to meet the demands of an increasingly varied and prosperous resident population. A range of types, including single family houses, duplexes, triplexes, quadplexes, rowhouses, live/work units, courtyard housing, and lofts, should be provided in order to accommodate residents of varying income, age, and lifestyle. Rental and ownership options should also be provided. Such variety is necessary for long-term vitality.	**Yes.** The project includes policies that will reduce transportation-related GHG emissions and is generally consistent with the intent of this Scoping Plan measure.

Scoping Plan Measure	Specific Plan Policies and Design Standards	Consistent?
	SPG-6: Get the Retail Right. The retail industry is increasingly enjoying success with outdoor, "Main Street-type" retail as it better fits the lifestyle of busy consumers. Such environments typically attract more visitors, resulting in higher sales volumes, than standard shopping centers or malls. These retail environments are located around a walkable block pattern with streets accommodating cars and on-street parking. Off-street parking is located in a combination of nearby, shared park-once lots and structures that are compatible to the scale of a Main Street retail district. The retail core typically includes a mix of local and national vendors - a mix that broadens the retail core's appeal while capturing vehicle trips that would otherwise generate more vehicle miles and possible sales tax leakage. Neighborhood centers, which provide everyday necessities within walking distance of surrounding residential neighborhoods, function in the same way, albeit at a smaller scale. **SPG-7**: Get the Parking Right. The compactness, mixed-use nature, and walkability of the various areas in the plan area lend to parking once in order to complete multiple daily tasks on foot. Particularly for Downtown, the transformation of drivers into walkers is the immediate generator of pedestrian life: crowds of people that animate public life in the streets and generate the patrons of street-friendly retail businesses. It is this "scene" created by pedestrians in appropriate numbers, that provides the energy and attraction to sustain a thriving environment. The park once strategy also reduces the quantity of costly off-site parking spaces required to accommodate the patrons, visitors, and residents of these mixed-use centers. In the case of smaller scale neighborhood centers (such as in Uptown), their proximity to residential neighborhoods reduces the number of off-site parking spaces, since many of the surrounding residents can walk, rather than drive, to these centers to purchase every day necessities, eat out, or get a cup of coffee. *Specific Plan Policy – Form and Character* **SPF-2.1.1 Uptown**: The Uptown will have a network that will have a more comfortable pedestrian environment by shortening distances pedestrians have to walk, providing alternative routes for pedestrians to use, improving safety by eliminating dead ends and providing for a steady but slow flow of automobiles which can provide a further level of passive surveillance. One or more railroad crossings connecting Uptown to Riverside Avenue should be introduced to better connect Uptown residents with employment opportunities along Riverside Avenue, with at least one of the crossings accommodating automobiles as well as pedestrians. **SPF-2.1.2 Oak Park**: The Oak Park will insert a network of pedestrian-oriented streets that are connected to the surrounding street and block network. Once this is done, new housing units can be introduced, and the existing open spaces can be modified and formed to better fit the needs of Oak Park's residents.	

Scoping Plan Measure	Specific Plan Policies and Design Standards	Consistent?
	SPF-2.1.3 Midtown: Historic structures of Midtown are preserved or sensitively expanded, and better mixed-use and/or flex buildings will line Spring Street, 21st street, and 24th street. New buildings will be coded to shape the public realm of the street in a pedestrian-friendly manner. **SPF-2.1.5 South of Downtown:** Spring Street will be developed with buildings appropriate to a major thoroughfare, but with a strong pedestrian orientation and a focus on defining Spring Street as an important public space. **SPF – 2.1.6:** Transform Riverside Avenue into a bicycle-friendly boulevard; provide a pedestrian and a bicycle path that connects the northern terminus of Riverside Avenue under the 101 Freeway to reach the Hot Springs property (This path provides a missing connection within the overall river trail system). **SPF-2.1.7:** Create a better connection with Downtown via car, bicycle, and transit. *Specific Plan Policy – The Development Code* **SPD-5.2 Regulating Plan:** The Regulating Plan locates the zones within the Specific Plan area and identifies the specific parcels and rights-of-way. Many of the buildings within the T3-F zone allow for higher residential densities and a more diverse use mix. The T-4N zone would create vibrant, walkable, primarily residential neighborhoods. The T4-F zone would preserve the small-scale mixed-use character, while allowing for higher residential densities and a more diverse use mix. The T4-NC zone would create a vibrant neighborhood and civic center. The TC-2 zone would create relatively high density, mixed-use neighborhoods. **SPD-5.3 Land Use Regulations:** A parcel or building within the Specific Plan area shall be occupied by only the land uses allowed within the zone applied to the site by the Regulating Plan. **SPD-5.4 Urban Standards:** Each proposed building shall be designed according to the urban standards identified per the zone in which the property is located. *Specific Plan Policy - Infrastructure* **SPI-Parking:** This Specific Plan includes a combination of strategies to increase and manage the parking supply. Some of the management strategies relate to other modes. The compactness, mixed-use nature, and walkability of the Plan areas allows for parking once in order to complete multiple tasks on foot, particularly in the Downtown. The transformation of drivers into walkers is the immediate generator of pedestrian life: crowds of people that animate public life in the streets and generate the patrons of street-friendly retail businesses. **SPI-Pay Parking:** The City will implement pay parking for the prime on-street spaces to better manage and sustain the supply. Newer-technology equipment will be identified and installed that cover multiple spaces and accept multiple forms of payment. All parking for dwellings is provided on-site and/or on the street, and all parking for commercial, office, or civic uses is to be	

Scoping Plan Measure	Specific Plan Policies and Design Standards	Consistent?
	strategically dispersed in a way that maximizes its use, throughout the day and evening, allowing it to be shared by a variety of businesses and uses through a combination of public off-street and on-street parking. This approach to non-residential parking results in significant savings in daily trips and required parking spaces for two reasons: (1) spaces are efficiently shared between uses with differing peak hours, peak days, and peak seasons of parking demand (such as office, restaurant, retail, and entertainment uses), lowering the total space needed; (2) Parking supply is sized to meet average parking loads instead of the worst-case parking ratios needed for isolated buildings because the common supply allows shops and offices with above average demand to be balanced by shops and offices that have below-average demand or are temporarily vacant. **SPI-Transit:** A transit loop is proposed to connect Downtown, the Amtrak Station, Uptown, the Paso Robles Event Center, the Pioneer Park historical institutions, and the various neighborhoods within the Plan Area. Running the entire length of Spring Street, the route would enable pedestrians to easily move throughout the Plan Area without an automobile, while supporting the viability of the Park-Once strategy. In addition, the transit system would provide a useful connection between Downtown and the various motels along Spring Street and Riverside Avenue. The system would also allow Downtown visitors to park peripherally at locations such as the Paso Robles Event Center parking lot, helping to reduce the Downtown parking demand. The transit system should be viewed not so much as a "travel mode," but as a "pedestrian assist." Riders would use the system routinely and without planning a "trip." When pedestrians are tired of walking, they can hop onto the bus and when they see something interesting they can get off and look around. Such a transit system would help to keep visitors, and residents, out of their cars, which is vital to the creation of a true urban neighborhood lifestyle. Once people get back in their cars, they can just as well go shopping in the auto-oriented shopping centers, but as long as they are happy on foot or on the bus, a much higher amount of their time and discretionary spending will stay in the Plan Area, particularly Downtown. **SPI-Tails and Bike Paths:** On-street bike lanes and off-street bikeways and multi-use trails would be developed in the Specific Plan to create an interconnected street network. *Design Standards: Sustainability* **The Street, Block, and Network** • The design of streets and the entire right-of-way will be directed at the positive shaping of the public realm in order to encourage shared pedestrian, bicycle, and vehicular use. • The pattern of blocks and streets will be compact and designed in a well-connected network for easy, safe, and secure walkability. This will reduce overall vehicular usage by	

Scoping Plan Measure	Specific Plan Policies and Design Standards	Consistent?
	decreasing travel time and trip length. Design will strive to minimize material and utility infrastructure. • The totality of the design of the streets, blocks, platting, landscape, and building typologies will be configured for both reduced overall energy usage and an enhanced quality of life in the public realm. • Roadway materials will be non-toxic and provide for water percolation, detention, and retention, for reuse. Green streets integrate sustainable drainage with the role of the street as defined public space. Their design will maintain the importance of the building frontage and access to the sidewalk and roadway. • A wide range of parking strategies (such as Park-Once districts, shared parking, parking structures, reduced parking requirements, minimized surface-parking areas and vehicle-sharing) will be used to constrict the supply of parking in order to induce less driving and to create more human-scaled amenable public space. **The Neighborhood, Town, and City** • The balance of jobs, shopping, schools, recreation, civic uses, institutions, housing, areas of food production and natural places will occur at the neighborhood scale with these uses being within easy walking distances or easy access to transit. • The preference for sitting new development will be underutilized, poorly designed or already developed land. Sites will be either urban infill or urban-adjacent unless the building is rural in its program, size, scale and character. • Neighborhoods, towns, and cities will be as compact as possible, with a range of densities that are compatible with existing places and cultures and that hew tightly to projected growth rates and urban growth boundaries. • Natural places of all kinds will be within easy walking distance or accessible by transit. Public parklands and reserves will be protected and the creation of new ones promoted. • Within neighborhoods, a broad range of housing types, sizes, and price levels for a population of diverse ages, races, and incomes can provide for self-sufficiency and social sustainability, while promoting compact cities and regions.	
SPM-8: Goods Movement	Not applicable.	**Not Applicable.** This Scoping Plan measure applies at the state level.

Scoping Plan Measure	Specific Plan Policies and Design Standards	Consistent?
SPM-9: Million Solar Roofs Program	*Design Standards: Sustainability* **The Building and Infrastructure** • Renewable energy sources such as non-food source biomass, solar, geo-thermal, wind, hydrogen fuel cells and other non-toxic, non-harmful sources will be used to reduce the production of greenhouse gases and emphasize carbon reduction. **The Neighborhood, Town, and City** • Renewable energy will be produced at the scale of neighborhood and town, as well as the individual building, in order to decentralize and reduce energy infrastructure. **Energy** • Optimize building shell performance by: ◊ Design for emerging energy systems. Design buildings to accommodate renewable energy sources as they become cost effective, including solar, wind, and biomass.	**Yes.** The project includes policies for renewable energy and is generally consistent with the intent of this Scoping Plan measure.
	• Utilize high performance energy systems. To the extent possible, utilize alternative technologies and integrated district energy systems. • Design for emerging energy systems. Design buildings to accommodate renewable energy sources as they become cost effective, including solar, wind, and biomass.	
SPM-10: Heavy/Medium-Duty Vehicles	The project would comply with this measure to the extent that heavy/medium-duty vehicles used during construction and operation of the proposed project would meet applicable standards adopted by state or local agencies that are in effect.	**Yes.** The project would not impede or conflict with the state's ability to achieve reductions associated with this Scoping Plan measure.
SPM-11: Industrial Emissions	The project would comply with this measure to the extent that industrial land uses associated with the proposed project would meet applicable standards adopted by state or local agencies that are in effect.	**Yes.** The project would not impede or conflict with the state's ability to achieve reductions associated with this Scoping Plan measure.
SPM-12: High Speed Rail	Not applicable.	**Not Applicable.** This Scoping Plan measure applies at the state level.

Scoping Plan Measure	Specific Plan Policies and Design Standards	Consistent?
SPM-13: Green Building Strategy	As per CARB's *Scoping Plan*: "A Green Building strategy offers a comprehensive approach to reducing direct and upstream greenhouse gas emissions that cross-cuts multiple sectors including Electricity/Natural Gas, Water, Recycling/Waste, and Transportation… Although some of these emissions reductions may be additional, most of them are accounted for in the Energy, Waste, Water, and Transportation sectors. In addition, some of these reductions may occur out of state, making quantification more difficult. Because of this, these emissions reductions are not currently counted toward the AB 32 2020 goal." Therefore, consistency with this measure is addressed under the analyses for **SPM-3**, **SPM-6**, **SPM-9**, **SPM-15**, and **SPM-17**.	**Yes.** The project is generally consistent with the intent of this Scoping Plan measure.
SPM-14: High GWP Gases	The project would comply with this measure to the extent that the proposed project and its occupants would use consumer products that meet applicable standards adopted by state or local agencies that are in effect at the time of purchase.	**Yes.** The project would not impede or conflict with the state's ability to achieve reductions associated with this Scoping Plan measure.
SPM-15: Recycling and Waste	*Design Standards: Sustainability* **The Building and Infrastructure** • Building materials will be locally obtained, rapidly renewable, salvaged, recycled, and recyclable and have low embodied energy. If not, heavy materials will be chosen for their durability, exceptional longevity, and sound construction, taking advantage of thermal mass properties to reduce energy usage. **The Neighborhood, Town, and City** • The design of neighborhoods and towns will use natural topography and will balance cut and fill in order to minimize site disturbance and avoid the import and export of fill. **Resource Conservation** • Use sustainably harvested, re-processed, or reusable materials. Many building products are available which focus on strategies for resource conservation, and in general are becoming more widely available and cost effective. • Waste stream management. Waste management, including recycling, re-use, and composting, is becoming increasingly common and cost effective, and should be employed to the degree possible.	**Yes.** The project includes policies that will reduce waste-related GHG emissions and is generally consistent with the intent of this Scoping Plan measure.

Scoping Plan Measure	Specific Plan Policies and Design Standards	Consistent?
SPM-16: Sustainable Forests	Not applicable.	**Not Applicable.** The project does not include forested lands.
SPM-17: Water	*Design Standards: Sustainability* **The Building and Infrastructure** • Water captured as precipitate and internally harvested in and around individual buildings will be cleaned, stored, and reused on site and allowed to percolate into local aquifers. • Water usage will be minimized within structures and conserved through landscape strategies that mimic native climate, soil, and hydrology. **The Street, Block, and Network** • Roadway materials will be non-toxic and provide for water percolation, detention, and retention, for reuse. Green streets integrate sustainable drainage with the role of the street as defined public space. Their design will maintain the importance of the building frontage and access to the sidewalk and roadway. **Landscape and Hydrology** • Stormwater management. The Village at Canada Larga includes bioswales to filter runoff from streets and sidewalks. • Each building and block should also be designed to cleanse a 1 inch storm event on-site, using appropriate techniques such as: ◊ Rain gardens and vegetated swales are shallow retention basins designed to convey and infiltrate rainwater. ◊ Pervious pavements allow stormwater to infiltrate directly into the ground below, usually coupled with underground storage. ◊ Vegetated roof systems clean and retain stormwater using specially designed planting systems. They are especially appropriate in areas where rooftops are visible or accessible or where open land is in short supply. • Native-in-character plants. Minimize the need for irrigation and fertilizers by using plants adapted to local climate, soil and hydrology • Water conservation. Water conservation should start with minimizing demand, by choosing plants that need little irrigation and by using water-saving fixtures. Rainwater can be easily captured for re-use in irrigation. It is also possible to captured building water, such as air conditioner condensate or gray water from sinks for non-potable uses.	**Yes.** The project includes policies that will increase water efficiency and is generally consistent with the intent of this Scoping Plan measure.

Scoping Plan Measure	Specific Plan Policies and Design Standards	Consistent?
SPM-18: Agriculture	The project would comply with this measure to the extent that industrial land uses associated with the proposed project would meet applicable standards adopted by State or local agencies that are in effect at the time.	**Yes.** The project would not impede or conflict with the state's ability to achieve reductions associated with this Scoping Plan measure.

Sources:
City of Paso Robles, Downtown Specific Plan: Uptown and Town Centre, (2009).
City of Paso Robles, Downtown Specific Plan: Uptown and Town Centre, Charrette Catalog, (2009).
Impact Sciences, Inc., (2009).
SPG = Specific Plan Policies – General
SPF = Specific Plan Policies – Form and Character
SPD = Specific Plan Policies – The Development Code
SPI = Specific Plan Policies – Infrastructure

Table 6.2-17~~18~~
Consistency of Sustainable Strategies with Attorney General's Office General Plan Strategies

Suggested Strategy	Specific Plan Policies and Design Standards	Consistent?
AGO-1: Smart growth, jobs/housing balance, transit-oriented development, and infill development through land use designations, incentives and fees, zoning, and public-private partnerships.	*Specific Plan Policy - General* **SPG-3:** Live Above Stores. The quality and quantity of housing determines the particular character of each district or neighborhood. In the case of mixed-use environments, one of the most appealing characteristics is the opportunity for people to live above stores, providing such residents the ability to take advantage of the proximity of uses provided in such an environment, while reducing their reliance on a car. Whether in a townhouse, a loft or a flat, such dwellings allow for a variety of households to live near diverse services, while providing a constant 24/7 rhythm of use. **SPG-5:** Create a Variety of Housing Choices. As a place matures and its livability and economic value increases, a diverse set of housing choices should be introduced in order to meet the demands of an increasingly varied and prosperous resident population. A range of types, including single family houses, duplexes, triplexes, quadplexes, rowhouses, live/work units, courtyard housing, and lofts, should be provided in order to accommodate residents of varying income, age, and lifestyle. Rental and ownership options should also be provided. Such variety is necessary for long-term vitality. **SPG-6:** Get the Retail Right. The retail industry is increasingly enjoying success with outdoor, "Main Street-type" retail as it better fits the lifestyle of busy consumers. Such environments typically attract more visitors, resulting in higher sales volumes, than standard shopping centers or malls. These retail environments are located around a walkable block pattern with streets accommodating cars and on-street parking. Off-street parking is located in a combination of nearby, shared park-once lots and structures that are compatible to the scale of a Main Street retail district. The retail core typically includes a mix of local and national vendors - a mix that broadens the retail core's appeal while capturing vehicle trips that would otherwise generate more vehicle miles and possible sales tax leakage. Neighborhood centers, which provide everyday necessities within walking distance of surrounding residential neighborhoods, function in the same way, albeit at a smaller scale. *Specific Plan Policy – Form and Character* **SPF-2.1.1 Uptown:** The Uptown will have a network that will have a more comfortable pedestrian environment by shortening distances pedestrians have to walk, providing alternative routes for pedestrians to use, improving safety by eliminating dead ends and providing for a	**Yes.** The proposed specific plan incorporates policies for variety in housing, mixed-use residential/commercial development, balance of jobs, shopping, schools, recreation, civic uses, institutions, housing, areas of food production and natural places, infill development.

Suggested Strategy	Specific Plan Policies and Design Standards	Consistent?
	steady but slow flow of automobiles which can provide a further level of passive surveillance. One or more railroad crossings connecting Uptown to Riverside Avenue should be introduced to better connect Uptown residents with employment opportunities along Riverside Avenue, with at least one of the crossings accommodating automobiles as well as pedestrians. **SPF-2.1.2 Oak Park:** The Oak Park will insert a network of pedestrian-oriented streets that are connected to the surrounding street and block network. Once this is done, new housing units can be introduced, and the existing open spaces can be modified and formed to better fit the needs of Oak Park's residents. **SPF-2.1.3 Midtown:** Historic structures of Midtown are preserved or sensitively expanded, and better mixed-use and/or flex buildings will line Spring Street, 21st street, and 24th street. New buildings will be coded to shape the public realm of the street in a pedestrian-friendly manner. **SPF-2.1.5 South of Downtown:** Spring Street will be developed with buildings appropriate to a major thoroughfare, but with a strong pedestrian orientation and a focus on defining Spring Street as an important public space. **SPF – 2.1.6:** Transform Riverside Avenue into a bicycle-friendly boulevard; provide a pedestrian and a bicycle path that connects the northern terminus of Riverside Avenue under the 101 Freeway to reach the Hot Springs property (This path provides a missing connection within the overall river trail system). **SPF-2.1.7:** Create a better connection with Downtown via car, bicycle, and transit. *Specific Plan Policy – The Development Code* **SPD-5.2 Regulating Plan:** The Regulating Plan locates the zones within the Specific Plan area and identifies the specific parcels and rights-of-way. Many of the buildings within the T3-F zone allow for higher residential densities and a more diverse use mix. The T-4N zone would create vibrant, walkable, primarily residential neighborhoods. The T4-F zone would preserve the small-scale mixed-use character, while allowing for higher residential densities and a more diverse use mix. The T4-NC zone would create a vibrant neighborhood and civic center. The TC-2 zone would create relatively high density, mixed-use neighborhoods. **SPD-5.3 Land Use Regulations:** A parcel or building within the Specific Plan area shall be occupied by only the land uses allowed within the zone applied to the site by the Regulating Plan. **SPD-5.4 Urban Standards:** Each proposed building shall be designed according to the urban standards identified per the zone in which the property is located.	

Suggested Strategy	Specific Plan Policies and Design Standards	Consistent?
	Design Standards: Sustainability **The Neighborhood, Town, and City** • The balance of jobs, shopping, schools, recreation, civic uses, institutions, housing, areas of food production and natural places shall occur at the neighborhood scale with these uses being within easy walking distances or easy access to transit. • The preference for siting new development shall be underutilized, poorly designed, or already developed land. Sites shall be either urban infill or urban-adjacent unless the building is rural in its program, size, scale and character. • Prime and unique farmland shall be protected and conserved. In locations with little or declining growth, additional agriculture, parklands and habitat restoration shall be promoted on already urbanized or under utilized land. • Neighborhoods, towns, and cities shall be as compact as possible, with a range of densities that are compatible with existing places and cultures and that hew tightly to projected growth rates and urban growth boundaries. • Natural places of all kinds shall be within easy walking distance or accessible by transit. Public parklands and reserves shall be protected and the creation of new ones promoted. • Within neighborhoods, a broad range of housing types, sizes, and price levels for a population of diverse ages, races, and incomes can provide for self-sufficiency and social sustainability, while promoting compact cities and regions.	
AGO-2: Create transit, bicycle, and pedestrian connections through planning, funding, development requirements, incentives, and regional cooperation; create disincentives for auto use.	*Specific Plan Policy - General* **SPG-2**: Make Great Streets. Great streets are designed for both the automobile and the pedestrian and bicyclist. Of varying widths and configurations, these tree-lined streets are designed to provide comfortable environments for pedestrians while slowing automobile traffic down. Conceived as places and not just conduits, they are memorable, easily distinguishable from one another, and great places to walk, bicycle, and drive. Great streets have on-street parking in order to provide convenient parking for residents, shoppers, and guests alike, as well as to provide a buffer between moving traffic and pedestrians. Street intersections have minimal curb radii to further slow cars and minimize the crossing distance for pedestrians. **SPG-7**: Get the Parking Right. The compactness, mixed-use nature, and walkability of the various areas in the plan area lend to parking once in order to complete multiple daily tasks on foot. Particularly for Downtown, the transformation of drivers into walkers is the immediate generator of pedestrian life: crowds of people that animate public life in the streets and generate the patrons of street-friendly retail businesses. It is this "scene" created by pedestrians in appropriate numbers, that provides the energy and attraction to sustain a thriving environment. The park once strategy also reduces the quantity of costly off-site parking spaces required to	**Yes.** The proposed specific plan incorporates policies for encouraging transit, bicycle, and pedestrian connections and discouraging use of the automobile.

Suggested Strategy	Specific Plan Policies and Design Standards	Consistent?
	accommodate the patrons, visitors, and residents of these mixed-use centers. In the case of smaller scale neighborhood centers (such as in Uptown), their proximity to residential neighborhoods reduces the number of off-site parking spaces, since many of the surrounding residents can walk, rather than drive, to these centers to purchase every day necessities, eat out, or get a cup of coffee. *Specific Plan Policy - Infrastructure* **SPI-Parking:** This Specific Plan includes a combination of strategies to increase and manage the parking supply. Some of the management strategies relate to other modes. The compactness, mixed-use nature, and walkability of the Plan areas allows for parking once in order to complete multiple tasks on foot, particularly in the Downtown. The transformation of drivers into walkers is the immediate generator of pedestrian life: crowds of people that animate public life in the streets and generate the patrons of street-friendly retail businesses. **SPI-Pay Parking:** The City will implement pay parking for the prime on-street spaces to better manage and sustain the supply. Newer-technology equipment will be identified and installed that cover multiple spaces and accept multiple forms of payment. All parking for dwellings is provided on-site and/or on the street, and all parking for commercial, office, or civic uses is to be strategically dispersed in a way that maximizes its use, throughout the day and evening, allowing it to be shared by a variety of businesses and uses through a combination of public off-street and on-street parking. This approach to non-residential parking results in significant savings in daily trips and required parking spaces for two reasons: (1) spaces are efficiently shared between uses with differing peak hours, peak days, and peak seasons of parking demand (such as office, restaurant, retail, and entertainment uses), lowering the total space needed; (2) Parking supply is sized to meet average parking loads instead of the worst-case parking ratios needed for isolated buildings because the common supply allows shops and offices with above average demand to be balanced by shops and offices that have below-average demand or are temporarily vacant. **SPI-Transit:** A transit loop is proposed to connect Downtown, the Amtrak Station, Uptown, the Paso Robles Event Center, the Pioneer Park historical institutions, and the various neighborhoods within the Plan Area. Running the entire length of Spring Street, the route would enable pedestrians to easily move throughout the Plan Area without an automobile, while supporting the viability of the Park-Once strategy. In addition, the transit system would provide a useful connection between Downtown and the various motels along Spring Street and Riverside Avenue. The system would also allow Downtown visitors to park peripherally at locations such as the Paso Robles Event Center parking lot, helping to reduce the Downtown parking demand. The transit system should be viewed not so much as a “travel mode,” but as a	

Suggested Strategy	Specific Plan Policies and Design Standards	Consistent?
	"pedestrian assist." Riders would use the system routinely and without planning a "trip." When pedestrians are tired of walking, they can hop onto the bus and when they see something interesting they can get off and look around. Such a transit system would help to keep visitors, and residents, out of their cars, which is vital to the creation of a true urban neighborhood lifestyle. Once people get back in their cars, they can just as well go shopping in the auto-oriented shopping centers, but as long as they are happy on foot or on the bus, a much higher amount of their time and discretionary spending will stay in the Plan Area, particularly Downtown. **SPI-Tails and Bike Paths:** On-street bike lanes and off-street bikeways and multi-use trails would be developed in the Specific Plan to create an interconnected street network. *Design Standards: Sustainability* **The Street, Block, and Network** • The design of streets and the entire right-of-way shall be directed at the positive shaping of the public realm in order to encourage shared pedestrian, bicycle, and vehicular use. • The pattern of blocks and streets shall be compact and designed in a well-connected network for easy, safe, and secure walkability. This will reduce overall vehicular usage by decreasing travel time and trip length. Design shall strive to minimize material and utility infrastructure. • The totality of the design of the streets, blocks, platting, landscape, and building typologies shall be configured for both reduced overall energy usage and an enhanced quality of life in the public realm. • A wide range of parking strategies (such as Park-Once districts, shared parking, parking structures, reduced parking requirements, minimized surface-parking areas and vehicle-sharing) shall be used to constrict the supply of parking in order to induce less driving and to create more human-scaled amenable public space.	
AGO-3: Energy- and water-efficient buildings and landscaping through ordinances, development fees, incentives, project timing prioritization, and other implementing tools.	*Design Standards: Sustainability* **The Building and Infrastructure** • Individual buildings and complexes shall both conserve and produce energy wherever possible in order to decentralize and reduce energy infrastructure. • Building design, configuration, and sizes must reduce energy usage and promote easy internal vertical and horizontal walkability. Approaches to energy conservation should be low-tech, passive, and in harmony with the local climate. • Renewable energy sources such as non-food source biomass, solar, geo-thermal, wind, hydrogen fuel cells and other non-toxic, non-harmful sources shall be used to reduce the production of greenhouse gases and emphasize carbon reduction.	**Yes.** The proposed specific plan incorporates policies for energy and water efficiency. These policies include encouraging building and infrastructure improvements, incorporating efficiency measures in building designs, and incorporating landscaping features such as use of native vegetation.

Suggested Strategy	Specific Plan Policies and Design Standards	Consistent?
	• Building materials shall be locally obtained, rapidly renewable, salvaged, recycled, and recyclable and have low embodied energy. If not, heavy materials shall be chosen for their durability, exceptional longevity, and sound construction, taking advantage of thermal mass properties to reduce energy usage. • Water captured as precipitate and internally harvested in and around individual buildings shall be cleaned, stored, and reused on site and allowed to percolate into local aquifers. • Water usage shall be minimized within structures and conserved through landscape strategies that mimic native climate, soil, and hydrology. **The Street, Block, and Network** • The positive shaping of the public realm shall focus on creating thermally comfortable spaces through passive techniques such as low albedo and shading with landscape and buildings. The techniques shall be consistent with local climate. • Roadway materials shall be non-toxic and provide for water percolation, detention, and retention, for reuse. Green streets integrate sustainable drainage with the role of the street as defined public space. Their design shall maintain the importance of the building frontage and access to the sidewalk and roadway. **The Neighborhood, Town, and City** • Renewable energy shall be produced at the scale of neighborhood and town, as well as the individual building, in order to decentralize and reduce energy infrastructure. **Energy** • Use passive solar design strategies to minimize or maximize solar heat gain by: o Orienting buildings in a proper relationship to the sun; o Using overhangs, arcades, galleries, shutters, louvers, trellises, and other architectural features to minimize solar heat gain during the summer and maximize solar heat gain during the winter; o Planting deciduous shade trees in strategic locations to minimize solar heat gain during the summer and maximize solar heat gain during the winter; o Designing buildings to allow cooling breezes to circulate through buildings and blocks. • Utilize outdoor circulation (arcades and galleries) and incorporate outdoor living spaces (balconies, patios) to help minimize the amount of conditioned indoor space. • Optimize building shell performance by: o Using tight, well-insulated wall and roof systems; o Using high-performance glazing. Utilize high performance energy systems; o To the extent possible, utilize alternative technologies and integrated district energy	

Suggested Strategy	Specific Plan Policies and Design Standards	Consistent?
	systems; o Design for emerging energy systems. Design buildings to accommodate renewable energy sources as they become cost effective, including solar, wind, and biomass. • Utilize high performance energy systems. To the extent possible, utilize alternative technologies and integrated district energy systems. Design for emerging energy systems. Design buildings to accommodate renewable energy sources as they become cost effective, including solar, wind, and biomass. **Landscape and Hydrology** • Stormwater management. The Village at Canada Larga includes bioswales to filter runoff from streets and sidewalks. • Each building and block should also be designed to cleanse a 1 inch storm event on-site, using appropriate techniques such as: o Rain gardens and vegetated swales are shallow retention basins designed to convey and infiltrate rainwater; o Pervious pavements allow stormwater to infiltrate directly into the ground below, usually coupled with underground storage; o Vegetated roof systems clean and retain stormwater using specially designed planting systems. They are especially appropriate in areas where rooftops are visible or accessible or where open land is in short supply. • Native-in-character plants. Minimize the need for irrigation and fertilizers by using plants adapted to local climate, soil, and hydrology. • Water conservation. Water conservation should start with minimizing demand, by choosing plants that need little irrigation and by using water-saving fixtures. Rainwater can be easily captured for re-use in irrigation. It is also possible to captured building water, such as air conditioner condensate or gray water from sinks for non-potable uses.	
AGO-4: Green procurement and alternative fuel vehicle use through municipal mandates and voluntary bid incentives.	Short term emissions associated with specific plan buildout would be generated by construction activities and equipment as well as from temporary mobile sources from workers commuting to individual project sites within the specific plan area. When construction-related emissions exceed 185 pounds per day or 2.5 tons per quarter for ROG or NO_X, Best Available Control Technology for construction equipment is required. When construction-related emissions exceed 2.5 tons per quarter for PM_{10}, CBACT is also required. For large construction projects, off-site mitigation measures may also be required. Recommended short term mitigation measures are provided in the SLOCAPCD *CEQA Air Quality Handbook*. Combustion-related emissions that exceed the SLOCAPCD thresholds for ROG, NO_X, or PM_{10} would imply that	**Yes.** Project-level environmental review for the proposed specific plan would require the use of Best Available Control Technology for significant project-level impacts, which would reduce criteria and GHG emissions.

Suggested Strategy	Specific Plan Policies and Design Standards	Consistent?
	combustion-related GHG emissions could also be substantial. While the mitigation measures are intended to reduce combustion-related criteria pollutants, the measures would also reduce combustion-related GHG emissions.	
AGO-5: Alternative fuel facilities and infrastructure through land use designations, zoning, and public-private partnerships.	*Design Standards: Sustainability* **The Building and Infrastructure** • Renewable energy sources such as non-food source biomass, solar, geo-thermal, wind, hydrogen fuel cells and other non-toxic, non-harmful sources shall be used to reduce the production of greenhouse gases and emphasize carbon reduction. **The Neighborhood, Town, and City** • Renewable energy shall be produced at the scale of neighborhood and town, as well as the individual building, in order to decentralize and reduce energy infrastructure. **Energy** • Optimize building shell performance by: o Design for emerging energy systems. Design buildings to accommodate renewable energy sources as they become cost effective, including solar, wind, and biomass. • Utilize high performance energy systems. To the extent possible, utilize alternative technologies and integrated district energy systems. • Design for emerging energy systems. Design buildings to accommodate renewable energy sources as they become cost effective, including solar, wind, and biomass.	**Yes.** The proposed specific plan incorporates land use policies for renewable energy.
AGO-6: Renewable energy generation (utility and residential) through feasibility evaluations, land use designations, zoning, permit streamlining, incentives, and financing.	Consistency with this measure is addressed under the analysis for **AGO-5**.	**Yes.** The proposed specific plan incorporates land use policies for renewable energy.

Suggested Strategy	Specific Plan Policies and Design Standards	Consistent?
AGO-7: Waste diversion, recycling, water efficiency, energy efficiency, and energy recovery in cooperation with public services districts and private entities.	*Design Standards: Sustainability* **The Building and Infrastructure** • Building materials shall be locally obtained, rapidly renewable, salvaged, recycled, and recyclable and have low embodied energy. If not, heavy materials shall be chosen for their durability, exceptional longevity, and sound construction, taking advantage of thermal mass properties to reduce energy usage. **Resource Conservation** • Use sustainably harvested, re-processed, or reusable materials. Many building products are available which focus on strategies for resource conservation, and in general are becoming more widely available and cost effective. • Waste stream management. Waste management, including recycling, re-use, and composting, is becoming increasingly common and cost effective, and should be employed to the degree possible.	**Yes.** The proposed specific plan incorporates policies for waste diversion, recycling, and water efficiency. These policies include encouraging the use of renewable and sustainable materials.
AGO-8: Urban and rural forestry through tree planting requirements and programs; preservation of agricultural land and resources that sequester carbon; heat island reduction programs.	*Design Standards: Sustainability* **The Building and Infrastructure** • The preservation and renewal of historic buildings, districts, and landscapes will save embodied energy, as well as contribute to cultural continuity. **The Neighborhood, Town, and City** • Prime and unique farmland shall be protected and conserved. In locations with little or declining growth, additional agriculture, parklands and habitat restoration shall be promoted on already urbanized or under utilized land. • Wetlands, other bodies of water, and their natural watersheds shall be protected.	**Yes.** While the proposed specific plan does not include forested lands, it incorporates policies for the conservation of farmland and wetlands.
AGO-9: Community outreach and education to foster community involvement, input, and support for GHG reduction planning and implementation.	The Specific Plan is a zoning tool allowed by state law that enables a community to define a clear and specific vision for the future evolution of a specified planning area. The Specific Plan is comprised of unique and customized standards that enable the City to shape or reshape its streets and public spaces, and property owners to develop or redevelop their properties according to the vision of the Specific Plan. For areas such as Uptown and the Town Centre – areas that have evolved and continue to evolve over time – the Specific Plan guides public and private reinvestment and construction in a highly coordinated and integrated way in order to yield specific types of urban places that are the result of discussion, debate, and consensus by a majority of the community. The Paso Robles Uptown/Town Centre Specific Plan was developed in a public process. The process included public town hall meetings and workshops as well as online surveys.	**Yes.** The proposed specific plan was developed in a public process.

Suggested Strategy	Specific Plan Policies and Design Standards	Consistent?
AGO-10: Regional cooperation to find cross-regional efficiencies in GHG reduction investments and to plan for regional transit, energy generation, and waste recovery facilities.	The City has initiated efforts to develop, incorporate, and implement resource management measures designed to save energy, reduce greenhouse gases, conserve water, and reduce air and water pollution. In May 2008, the City Council passed and adopted a resolution to join the International Council for Local Environmental Initiatives and participate in the Cities for Climate Protection Campaign and promote public awareness about climate change. The CCP Campaign is a program under the ICLEI that assists cities to adopt policies and implement quantifiable measures to reduce local GHG emissions, improve air quality, and enhance urban livability and sustainability. With technical assistance provided by the ICLEI, the City is currently developing a GHG inventory in order to assist in meeting its GHG reduction obligations under AB 32, SB 375, and other applicable programs.	**Yes.** The City is taking steps towards regional GHG reduction investments and regional transit, energy generation, and waste recovery facilities, as shown above.

Sources:
Attorney General's Office, "Sustainability and General Plans: Examples of Policies to Address Climate Change," http://ag.ca.gov/globalwarming/pdf/GP_policies.pdf. 2010.
City of Paso Robles, Downtown Specific Plan: Uptown and Town Centre, (2009).
City of Paso Robles, Downtown Specific Plan: Uptown and Town Centre, Charrette Catalog, (2009).
Impact Sciences, Inc., (2010).
SPG = Specific Plan Policies – General
SPF = Specific Plan Policies – Form and Character
SPD = Specific Plan Policies – The Development Code
SPI = Specific Plan Policies – Infrastructure

6.2.5 CUMULATIVE IMPACTS

6.2.5.1: Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.) (Class III – Not Significant)

Impact Analysis

The cumulative impact of the individual projects within the specific plan area is a function of the emissions anticipated under regional growth forecasts. As noted above, buildout under the specific plan would result in a greater than anticipated population under regional growth forecasts. However, the specific plan would result in a rate of population growth that is greater than the rate of growth in vehicles trips. Additionally, the specific plan incorporates policies that are consistent with the applicable 2001 Clean Air Plan transportation control measures and land use planning strategies, which would reduce emissions and reduce dependency on automobiles. Also, as analyzed below in **subsection 6.2.6, General Plan Consistency Analysis**, the project is consistent with the general plan. The general plan EIR concluded that implementation of the general plan policies and Clean Air Plan control measures would mitigate cumulative impacts to a less than significant level. Therefore, because the project would be consistent with the general plan and with the implementation of the specific plan policies, cumulative impacts would be less than significant.

Mitigation Measures

No additional mitigation is required.

Residual Impacts

Impacts are considered to be less than significant (Class III).

6.2.6 GENERAL PLAN CONSISTENCY ANALYSIS

Table 6.2-18~~19~~, Paso Robes Uptown/Town Centre Specific Plan General Plan Consistency, provides a discussion of the general plan goals and policies generally related to air quality and climate change and would apply to the proposed specific plan.

Table 6.2-18~~19~~
Paso Robles Uptown/Town Centre Specific Plan General Plan Policy Consistency

Goal/Policy	Discussion	Consistent?
Circulation Element		
Goal CE-1: Establish a safe, balanced, and efficient circulation and pedestrian system serving all segments of the community, preserving the City's small town character and quality of life, and planning for anticipated growth.		**Yes.**
Policy CE-1A: Circulation Master Plan. Revise/update the City's Circulation Master Plan to address the existing and projected needs, including: a. Providing safe, efficient, and effective traffic and pedestrian flow within the City and working with federal, state, regional, and neighboring agencies to provide the same for surrounding areas; b. Improving access to Downtown Paso Robles by implementing City Council adopted the Parking and Circulation Plan (Resolution No. 02-221); c. Providing adequate access for emergency vehicles and evacuation; d. Defining and eliminating any circulation deficiencies on a prioritized basis; e. Reducing vehicle miles traveled by offering transit and other alternatives to the automobile; f. Providing adequate bridge crossings for the Salinas River, Huerhuero Creek, and Dry Creek; g. Establishing safe paths to school for pedestrian and bicycle traffic; h. Encouraging flexible and off-set working hours; transit improvements; pedestrian and bikeway improvements; and public education in order to reduce congestion to the City's adopted level of service "D";	The specific plan incorporates traffic-calming improvements to enable pedestrians and automobiles to cross more efficiently, particularly in the Downtown and other high-traffic areas. A transit loop is proposed to connect Downtown, the Amtrak station, Uptown, the Paso Robles Event Center, the Pioneer Park historical institutions, and the various neighborhoods within the plan area in order to support the viability of the "park-once" strategy. This would reduce dependency on automobiles and reduce VMT and related emissions. The proposed specific plan incorporates on-street bike lanes and off-street bikeways as vital components of a transportation network that encourages the use of non-motorized travel modes for daily errands and recreation, and provides easy access for children and other non-drivers to parks and other recreational facilities and activities. The specific plan defines a bicycle and trail network that capitalizes on Paso Robles' existing interconnected street network, its existing and proposed parks and playfields, and its adjacency to the City's greatest untapped open space amenity, the Salinas River. These measures would also reduce VMT and related emissions.	**Yes.**

Goal/Policy	Discussion	Consistent?
Policy CE-1A (cont'd): i. Encouraging citizen participation in the process; and j. Requiring new development to mitigate a fair share of the impact created by that development.		
Policy CE-1C: Airport. Improve/expand transportation to/from the airport as set forth in the Airport Master Plan.	The airport is located outside of the specific plan area. However, alternative transportation options, and a pedestrian friendly environment would accommodate airplane passengers arriving in the City.	**Yes.**
Policy CE-1D: Transit. Improve transit services.	Alternative transportation options such as a shuttle system and improved bicycle circulation system is proposed by the specific plan and would be consistent with this policy. As previously identified, the specific plan also contains a number of design features that enhances the pedestrian environment.	**Yes.**
Policy CE-1E: Rail. Promote rail transportation for inter- and intra-state rail service travel, along with rail service for travel within the City.	Goal 5 of the specific plan recognizes that Paso Robles' train station, and the land surrounding it, is uniquely positioned to become a regional hub for transportation and transit-oriented development. This brings with it the potential for substantial public investment in new infrastructure and the related economic vitality that such investment stimulates. The specific plan supports the use of rail by creating an environment that is pedestrian friendly and provides other forms of transportation available to train passengers.	**Yes.**
Policy CE-1F: Pedestrian Access and General Coordination. Provide safe and convenient pedestrian access to all areas of the city and cooperate with other agencies regarding transportation planning.	The proposed transportation standards to be implemented with the specific plan would accommodate the diverse needs of all transportation modes including pedestrians, bicyclists, transit, and motor vehicles, while attempting to create beautiful and livable public spaces. Well-designed streets would play a crucial role in the development of livable communities, by encouraging pedestrian trips in lieu of certain automobile trips, which in turn will make local transit service a very attractive option for other trips. The neighborhood centers designated in the proposed project would provide dignified locations for future major transit stops, while the design of the streets and pathway system would support comfortable walking and bicycling to future transit stops.	**Yes.**

Goal/Policy	Discussion	Consistent?
Conservation Element		
Goal C-1: Utilities and Infrastructure. Ensure that public utilities, facilities, and services are designed to meet existing and planned land uses, and ensure that provisions are made for continued operation maintenance, and updates as necessary.		**Yes.**
Policy C-1A: Water Source, Supply, and Distribution. Develop and implement various innovative water provision and conservation programs that help to ensure an adequate supply of water for the City.	The specific plan incorporates water conservation policies that would reduce potable water demand and associated GHG emissions resulting from energy usage. In addition, the specific plan will use water efficient landscaping and design standards that would allow for the management of stormwater percolation, detention, and retention for reuse.	**Yes.**
Goal C-2: Air Quality. Seek to maintain air quality by taking actions to reduce traffic congestion, vehicle miles traveled, and air pollutant emissions.		**Yes.**
Policy C-2A: Traffic Congestion Reduction. Implement circulation systems improvements to reduce congestion and associated air contaminant emissions.	The specific plan incorporates traffic-calming improvements to enable pedestrians and automobiles to cross more efficiently, particularly in the Downtown and other high-traffic areas. A transit loop is proposed to connect Downtown, the Amtrak station, Uptown, the Paso Robles Event Center, the Pioneer Park historical institutions, and the various neighborhoods within the plan area in order to support the viability of the "park-once" strategy. This would reduce dependency on automobiles and reduce VMT and related emissions. The proposed specific plan incorporates on-street bike lanes and off-street bikeways as vital components of a transportation network that encourage the use of non-motorized travel modes for daily errands and recreation, and provides easy access for children and other non-drivers to parks and other recreational facilities and activities. The specific plan defines a bicycle and trail network that capitalizes on Paso Robles' existing interconnected street network, its existing and proposed parks and playfields, and its adjacency to the City's greatest untapped open space amenity, the Salinas River. These measures would also reduce VMT and related emissions.	**Yes.**

Goal/Policy	Discussion	Consistent?
Policy C-2B: VMT Reduction. Implement programs to reduce the number of vehicle miles traveled (VMT), especially by single occupant vehicles, including providing opportunities for mixed-use projects.	Consistency with this policy is addressed under the analysis of **Policy C-2A**.	**Yes.**
Policy C-2C: Emissions Reduction. Take steps to reduce creation of air contaminant emissions.	In addition to the transportation measures described above, the specific plan incorporates renewable energy, resource conservation, and energy efficiency that will reduce the generation of area- and stationary-source air contaminants.	**Yes.**
Goal C-7: Energy Conservation. Encourage the conservation of energy resources.		**Yes.**
Policy C-7A: Conservation Measures. Investigate and implement as feasible, energy conservation measures.	The specific plan includes an array of measures that would conserve resources and energy. These include the use of renewable energy sources such as non-food source biomass, solar, geothermal, wind, hydrogen fuel cells and other non-toxic, non-harmful sources, use of passive solar design strategies to minimize or maximize solar heat gain, optimization of building shell performance by using tight, well-insulated wall and roof systems and high-performance window glazing. Buildings will also be designed to accommodate renewable energy sources as they become cost effective, including solar, wind, and biomass.	**Yes.**
Housing Element		
Goal H-5: Encourage energy efficient design of housing units and residential neighborhoods.		**Yes.**
Policy H-5: Residential Land Use and Energy Efficiency. Promote energy efficient residential land use planning and development and require all new dwelling units to meet State requirements for energy efficiency.	Consistency with this policy is addressed under the analysis of **Policy C-7A**.	**Yes.**

Goal/Policy	Discussion	Consistent?
Land Use Element		
Goal LU-1: Land Uses. Strive to maintain a balanced community, where the majority of residents can live, work, and shop.		**Yes.**
Policy LU-1A: Land Use Categories. Provide an appropriate mix and diversity of land uses.	The specific plan will strive to maintain a balanced, pedestrian-oriented community, where the majority of residents can live, work, and shop. This will be achieved by encouraging mixed-use development and higher-density housing, where appropriate, providing a variety of housing choices, and proving retail/commercial uses in "walkable" core districts and neighborhood retail/commercial centers within walking distance of surrounding residential neighborhoods. The plan also encourages infill development as a means of accommodating growth. Infill development tends to discourage the formation of isolated, or "leap-frog," development that could lead to localized job/housing imbalances.	**Yes.**
Goal LU-2: Image/Identity. Maintain/enhance the City's image/identity.		**Yes.**
Policy LU-2A: Citizen Participation. Foster citizen participation in the planning process.	The specific plan was prepared in an open manner and several public workshops have been held. Developing the specific plan with public input provides opportunities for educating the public about conservation and efficiency policies and measures that can reduce air pollutants and greenhouse gas emissions.	**Yes.**
Policy LU-2D: Neighborhoods. Strive to maintain and create livable, vibrant neighborhoods and districts with: • Attractive streetscapes, • A pedestrian friendly setting, • Coordinated site design, architecture, and amenities, • Adequate public and private spaces; and, • A recognizable and high quality design aesthetic.	The specific plan incorporates traffic-calming improvements to enable pedestrians and automobiles to cross more efficiently, particularly in the Downtown and other high-traffic areas. A transit loop is proposed to connect Downtown, the Amtrak station, Uptown, the Paso Robles Event Center, the Pioneer Park historical institutions, and the various neighborhoods within the plan area in order to support the viability of the "park-once" strategy. This would reduce dependency on automobiles and reduce VMT and related emissions.	**Yes.**

Goal/Policy	Discussion	Consistent?
Policy LU-2I: Infill. Encourage infill development as a means of accommodating growth, while preserving open space areas, reducing vehicle miles traveled, and enhancing livability/quality of life. Infill includes: 1) Mixed use development in the Downtown and/or in areas within walking distance to transit, employment centers, and commercial services where the environmental impacts of the development would be minimized; 2) Residential infill in/near established neighborhoods; 3) Increased densities on sites that can accommodate the increases without having an adverse effect on adjacent properties; 4) Targeted residential infill to help address the needs of Cuesta College students and employees, City and school district employees, seniors, lower income households and other special needs groups; and rehabilitation of older apartment complexes.	The proposed specific plan calls for infill development that would increase the residential density of the City center and pedestrian-friendly neighborhoods and circulation. This would enhance existing potential for walking to transit, employment, and services within the specific plan area.	**Yes.**

Sources:
Impact Sciences, Inc., (2010).

6.3 BIOLOGICAL RESOURCES

SUMMARY

This section identifies major plant and animal resources within the Paso Robles Downtown Specific Plan / Uptown & Town Centre (Uptown/Town Centre Specific Plan) area and assesses the potential impacts of the proposed Uptown/Town Centre Specific Plan on biological resources with the understanding that certain resources, especially wildlife, are transitory and may potentially be present in a wide variety of areas regardless of previous records of observation. A substantial portion of the specific plan area has been developed, and nearly all remaining natural areas are directly associated with the Salinas River. Potentially significant impacts associated with the proposed specific plan are those relating to special-status species, wildlife movement, and steelhead. The proposed specific plan goals and objectives address avoidance and minimization of impacts on sensitive habitats, restoration of the Salinas River, retention of native trees, and use of native plants in landscaping. In conjunction with the proposed specific plan goals and objectives, mitigation measures are proposed to reduce these potential impacts to levels that are less than significant (Class III). Certain impacts associated with wetlands would be beneficial (Class IV).

6.3.1 EXISTING CONDITIONS

6.3.1.1 Vegetation and Wildlife

Most of the Uptown/Town Centre Specific Plan area is urban, and remaining natural areas are located primary along the Salinas River. An urban forest of ornamental trees is present, with oak trees (*Quercus* spp.) being a major constituent species. These are present throughout the specific plan area. Areas of ruderal vegetation are scattered within otherwise developed urban areas. The natural landscape within and around the specific plan area is composed of oak woodlands and savannas, riparian vegetation along stream courses, and coastal scrub, and grassland habitats that occur in a mosaic pattern adjacent to the riparian corridor. The Salinas River forms the eastern border of the specific plan area.

The specific plan area includes urban and residential elements within the valley bottom formed by the Salinas River. Natural plant communities are limited to areas adjacent to the Salinas River. Artificial plant communities include agricultural fields along the west side of the river in the southern portion of the planning area, as well as the urban forest within developed areas of the specific plan area and scattered vacant lots that have reverted to ruderal vegetation.

Within the specific plan area, oak woodland, riparian and stream habitat, and wetlands are considered sensitive communities. These are given special consideration because they provide important ecological functions, including water quality maintenance, stream bank stabilization, and the provision of essential habitat for wildlife and fisheries resources. These communities are typically limited in extent compared to

their historical distribution due to clearing for agriculture and other development activities. Sensitive natural communities are afforded special consideration under federal and state laws. A brief description of these communities follows.

Oak Woodland/Oak Savanna

Oak woodlands and oak savannas, in general, provide good habitat for a variety of wildlife species. Oak trees provide nesting sites and cover for birds and many mammals. Dead and decaying oak trees with few branches or no leaves provide hawking sights for raptors, perches for other bird species, and nest sites for cavity-nesting species such as Nuttall's woodpecker (*Picoides nuttallii*), acorn woodpecker (*Melanerpes formicivorus*), and western bluebird (*Sialia mexicana*). They also contribute woody debris to the duff in the woodland understory, which provides foraging areas for small mammals and microclimates suitable for amphibians and reptiles in addition to fungi. Acorns are a valuable food source for many animal species, including acorn woodpecker, scrub jay (*Aphelocoma corulescens*), western gray squirrel (*Sciurus griseus*), and black-tailed deer (*Odocoileus hemionus*). Other representative animal species that could potentially occur in oak-dominated woodlands within the specific plan area include ringneck snake (*Diadophis punctatus*), arboreal salamander (*Aneides lugubris*), blackbellied slender salamander (*Batrachoseps nigriventris*), turkey vulture (*Cathartes aura*), red-tailed hawk (*Buteo jamaicensis*), western screech owl (*Otus kennicottii*), northern flicker (*Colaptes auratus*), ash-throated flycatcher (*Myiarchus cinerascens*), great horned owl (*Bubo virginianus*), plain titmouse (*Baeolophus inornatus*), and Virginia opossum (*Didelphis virginianus*).[1]

Riparian and Stream Habitat

Riparian communities develop in areas with high water tables that support seasonal and perennial (permanent) surface water, and along waterways such as drainage channels, streams, reservoirs, and marshes. Many of the plant species found in riparian habitats are restricted to the floodplain and banks of streams, drainage channels, and other areas where they have access to a shallow water table. Within the specific plan area, the key riparian communities are associated with the Salinas River.[2]

Riparian and stream communities provide some of the highest quality habitat for wildlife in the specific plan area. The multilayered riparian community provides escape cover, forage, and nesting opportunities for a variety of species. Riparian habitat is considered a sensitive resource by the California Department of Fish and Game (CDFG) and US Fish and Wildlife Service (USFWS). Many bird species are restricted to riparian habitat and are dependent on it for breeding. Overall wildlife diversity is normally higher in

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1 Rincon Consultants, Inc., *City of El Paso de Robles General Plan*, "Conservation Element," (2003).

2 Rincon Consultants, Inc., *City of El Paso de Robles General Plan*, "Conservation Element," (2003).

riparian areas than in surrounding habitat and, by occupying natural drainages, also function to control water quality and erosion and as a wildlife corridor.

Wetlands

Wetlands include a variety of habitats that are characterized by a prevalence of hydrophytic (water-loving) vegetation, hydric soils, and wetland hydrology. Natural wetlands exist within the Salinas River portion of the specific plan area, along channels or in topographic depressions. Many wildlife species depend on wetland habitats for foraging, nesting, water, and cover. Wetlands also provide habitat for great blue heron (*Ardea herodias*), great egret (*A. alba*), and black phoebe (*Sayornis nigricans*).[3]

6.3.1.2 Special-Status Species

Sensitive biological resources are those habitats or species that have been recognized by federal, state, and/or local agencies as being Endangered, Threatened, Rare, or in decline throughout all or part of their historical distribution.

Query results of the California Natural Diversity Database (CNDDB) and California Native Plant Society (CNPS) Inventory for the US Geological Survey (USGS) 7.5-minute quadrangles within which the specific plan area is located,[4] as well as a review of the Conservation Element appendix of the *City of El Paso de Robles General Plan*, prepared by Rincon Consultants in 2003, indicate at least 67 sensitive plant and animal taxa are known from the region, 48 of which may potentially utilize the specific plan area, based on broad habitat, elevation, and range characteristics. These are identified in **Table 6.3-1, Special-Status Plant Species Reported from the Region,** and **Table 6.3-2, Special-Status Animal Species Reported from the Region**. Among the 48 potentially occurring special-status species are eight federally and state-listed Threatened and Endangered species:

- Moran's navarretia (*Navarretia fossalis*) **– federal Threatened**
- purple amole (*Chlorogalum purpureum* var. *purpureum*) **– federal Threatened**
- vernal pool fairy shrimp (*Branchinecta lynchi*) **– federal Threatened**
- steelhead (*Oncorhynchus mykiss irideus*) **– federal Threatened**
- California tiger salamander (*Ambystoma californiense*) **– federal Threatened**

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3 Rincon Consultants, Inc., *City of El Paso de Robles General Plan*, "Conservation Element," (2003).

4 The planning area is located within the Paso Robles quadrangle. The eight surrounding quadrangles are San Miguel, Ranchito Canyon, Adelaida, York Mountain, Bradley, Estrella, Templeton, and Creston.

Table 6.3-1
Special-Status Plant Species Reported from the Region

Common name *Scientific name*	Federal Status	State Status	CNPS List	Habitat Requirements	Growth from Blooming Period*	Potential to be Present Within the Specific Plan Area
Bryophytes						
Koch's cord moss *Entosthodon kochii*	–	–	1B.3	Soils in cismontane woodland communities between 180 and 1000 m msl.	Moss N/A	**Yes –** Woodland communities are present within the specific plan area.
Dicots						
Oval-leaved snapdragon *Antirrhinum ovatum*	–	–	4.2	Clay or gypsum soils, often alkaline, within chaparral, cismontane woodland, pinyon and juniper woodland, and valley and foothill grassland communities between 200 and 1000 m msl.	Annual herb May–November	**Yes –** Oval-leaved snapdragon was reported from the Paso Robles area by Douglas Wood and Associates in 2000. Suitable habitat is present within the specific plan area within grasslands and oak woodland/oak savanna communities.
Santa Margarita manzanita *Arctostaphylos pilosula*	–	–	1B.2	Closed-cone coniferous forest, chaparral, and cismontane woodland communities between 170 and 1100 m msl.	Evergreen shrub December–March	**No –** Suitable habitat is not present within the specific plan area.
Indian Valley spineflower *Aristocapsa insignis*	–	–	1B.2	Sandy soils in cismontane woodland communities between 300 and 600 m msl.	Annual herb May–September	**No –** The specific plan area is below the known elevation range of the species.
Round-leaved filaree *California macrophylla* [Treated as *Erodium macrophyllum* in *The Jepson Manual*.]	–	–	1B.1	Clay soils in cismontane woodland, valley and foothill grassland communities between 15 and 1200 m msl.	Annual herb March—May	**Yes –** Suitable habitat is present within the specific plan area within grasslands and oak woodland/oak savanna communities. Surveys conducted by Rincon Consultants for the *Paso Robles General Plan* update during 2003 detected a plant resembling round leaved filaree.

Common name *Scientific name*	Federal Status	State Status	CNPS List	Habitat Requirements	Growth from Blooming Period*	Potential to be Present Within the Specific Plan Area
Dicots (continued)						
Dwarf calycadenia *Calycadenia villosa*	–	–	1B.1	Rocky, fine soils in chaparral, cismontane woodland, meadow, seep, and valley and foothill grassland communities between 240 and 1350 m msl.	Annual herb May–October	**Yes –** Suitable habitat is present within grasslands and oak woodland/oak savanna communities within the specific plan area.
Santa Cruz Mountains pussypaws *Calyptridium parryi* var. *hesseae*	–	–	1B.1	Sandy or gravelly openings in chaparral and cismontane woodland communities between 305 and 1530 m msl.	Annual herb May–August	**No –** The specific plan area is below the known elevation range of the species.
Hardham's evening-primrose *Camissonia hardhamiae*	–	–	1B.2	Sandy, decomposed carbonate, disturbed or burned areas within chaparral and cismontane woodland communities between 140 and 945 m msl	Annual herb March–May	**Yes –** Suitable habitat is present within sandy disturbed areas along the river.
San Luis Obispo owl's-clover *Castilleja densiflora* ssp. *obispoensis*	–	–	1B.2	Meadows, seeps, and valley and foothill grassland communities, sometimes within serpentinite soils, between 10 and 400 m msl.	Annual herb March–May	**Yes –** Suitable habitat is present along the within mesic areas associated with the river floodplain.
Lemmon's jewelflower *Caulanthus coulteri* var. *lemmonii*	–	–	1B.2	Pinyon and juniper woodland and valley and foothill grassland communities between 80 and 1220 m msl.	Annual herb March–May	**Yes –** Suitable habitat is present within grasslands and oak woodlands within the specific plan area.
Straight-awned spineflower *Chorizanthe rectispina*	–	–	1B.3	Chaparral, cismontane woodland, and coastal scrub communities between 85 and 1035 m msl.	Annual herb April–July	**Yes –** Suitable habitat may be present along the bluff to the west of the Salinas River.

Common name *Scientific name*	Federal Status	State Status	CNPS List	Habitat Requirements	Growth from Blooming Period*	Potential to be Present Within the Specific Plan Area
Dicots (continued)						
Umbrella larkspur *Delphinium umbraculorum*	–	–	1B.3	Cismontane woodland communities between 400 and 1600 m msl.	Perennial herb April–June	**No –** The specific plan area is below the known elevation range of the species.
Yellow-flowered eriastrum *Eriastrum luteum*	–	–	1B.2	Sandy or gravelly soils within broadleafed upland forest, chaparral, and cismontane woodland communities between 290 and 1000 m msl.	Annual herb May–June	**No –** The specific plan area is below the known elevation range of the species.
Mesa horkelia *Horkelia cuneata* ssp. *puberula*	–	–	1B.1	Sandy or gravelly sites in chaparral, cismontane woodland, and coastal scrub communities between 70 and 810 m msl.	Perennial herb February–July (September)	**Yes –** Suitable habitat may be present along the bluff to the west of the Salinas River.
Kellogg's horkelia *Horkelia cuneata* ssp. *sericea*	–	–	1B.1	Sandy or gravelly openings in closed-cone coniferous forest, maritime chaparral, coastal dune, and coastal scrub communities from 10 to 200 m msl.	Perennial herb April–September	**Yes –** Suitable habitat may be present along the bluff to the west of the Salinas River.
Pale-yellow layia *Layia heterotricha*	–	–	1B.1	Alkaline or clay soils in cismontane woodland, coastal scrub, pinyon and juniper woodland, and valley and foothill grassland communities between 300 and 1705 m msl.	Annual herb March–June	**No –** The specific plan area is below the known elevation range of the species.
Jared's pepper-grass *Lepidium jaredii* ssp. *jaredii*	–	–	1B.2	Alkaline, adobe soils in valley and foothill grassland communities between 335 and 1005 m msl.	Annual herb March–May	**No –** The specific plan area is below the known elevation range of the species.

Common name *Scientific name*	Federal Status	State Status	CNPS List	Habitat Requirements	Growth from Blooming Period*	Potential to be Present Within the Specific Plan Area
Dicots (continued)						
Davidson's bushmallow *Malacothamnus davidsonii*	–	–	1B.2	Sandy washes within cismontane woodland, coastal scrub, riparian woodland, and chaparral between 180 and 855 m msl.	Perennial Deciduous shrub June–January	**Yes –** Suitable habitat is present along the within sandy and periodically scoured areas associated with the river floodplain.
Santa Lucia bush-mallow *Malacothamnus palmeri* var. *palmeri* [A synonym of *M. palmeri* in The Jepson Manual.]	–	–	1B.2	Rocky habitats in chaparral communities between 60 and 360 m msl.	Perennial deciduous shrub May–July	**No –** Rocky habitats are not present within the specific plan area.
Carmel Valley malacothrix *Malacothrix saxatilis* var. *arachnoidea*	–	–	1B.2	Rocky habitats in chaparral and coastal scrub communities between 25 and 1036 m msl.	Perennial rhizomatous herb (March) June – December	**No –** Rocky habitats are not present within the specific plan area.
Mt. Diablo cottonweed *Micropus amphibolus*	–	–	3.2	Rocky habitats in broadleaved upland forest, chaparral, cismontane woodland, and valley and foothill grassland communities from 45 to 825 m msl.	Annual herb March–May	**No –** Rocky habitats are not present within the specific plan area.
Moran's navarretia *Navarretia fossalis*	FT	–	1B.1	Vernal pools, chenopod scrub, marshes, swamps, and playas on San Diego hardpan and San Diego claypan soils between 30 and 1300 m msl.	Annual herb April–June	**Yes –** Suitable habitat may be present associated with the Salinas River floodplain.

Common name *Scientific name*	Federal Status	State Status	CNPS List	Habitat Requirements	Growth from Blooming Period*	Potential to be Present Within the Specific Plan Area
Dicots (continued)						
Shining navarretia *Navarretia nigelliformis* ssp. *radians*	–	–	1B.2	Cismontane woodland, valley and foothill grassland, and vernal pool communities between 76 and 100 m msl.	Annual herb April–June	**Yes –** This species was detected near the specific plan area by Douglas Wood and Associates in 2000, and suitable habitat may be present associated with the Salinas River floodplain.
Prostrate vernal pool navarretia *Navarretia prostrata*	–	–	1B.1	Alkaline soils, vernal pools and mesic habitats within coastal scrub, meadow, seep and valley and foothill grassland communities between 15 and 700 m msl.	Annual herb April–July	**Yes –** Suitable habitat may be present associated with the Salinas River floodplain.
Hooked popcorn-flower *Plagiobothrys uncinatus*	–	–	1B.2	Sandy soils in chaparral, cismontane woodland, and valley and foothill grassland communities between 300 and 760 m msl.	Annual herb April–May	**No –** The specific plan area is below the known elevation range of the species.
Chaparral ragwort *Senecio aphanactis*	–	–	2.2	Drying alkaline flats in chaparral, cismontane woodland, and coastal scrub habitats between 15 and 800 m msl.	Annual herb January–April	**Yes –** May be present within the Salinas River floodplain where alkaline soils are present.
Santa Cruz microseris *Stebbinsoseris decipiens* [USFWS uses the name *Microseris decipiens*.]	–	–	1B.2	Open, sometimes serpentinite areas in broadleaved upland forest, closed-cone coniferous forest, chaparral, coastal prairie, coastal scrub, and valley and foothill grassland communities from 10 to 500 m msl.	Annual herb April–May	**Yes –** Suitable habitat is present within grassland and oak woodland/savanna communities within the specific plan area.

Common name *Scientific name*	Federal Status	State Status	CNPS List	Habitat Requirements	Growth from Blooming Period*	Potential to be Present Within the Specific Plan Area
Dicots (continued)						
San Bernardino aster *Symphyotrichum defoliatum* [A synonym of *Aster bernardinus* in The Jepson Manual]	–	–	1B.2	Cismontane woodland, coastal scrub, lower montane coniferous forest, meadows, seeps, marshes, swamps, vernally mesic valley and foothill grassland, and near ditches, streams, and springs between 2 and 2040 m msl.	Perennial rhizomatous herb July–November	**Yes –** Suitable habitat is present within riparian woodland communities within the specific plan area.
Monocots						
Purple amole *Chlorogalum purpureum* var. *purpureum*	FT	–	1B.1	Gravelly or clay soils in chaparral, cismontane woodland, and valley and foothill grassland communities between 205 and 350 m msl.	Perennial bulbiferous herb April–June	**Yes –** Suitable habitat is present within grassland and oak woodland/savanna communities within the specific plan area.
Santa Lucia dwarf rush *Juncus luciensis*	–	–	1B.2	Chaparral, Great Basin scrub, lower montane coniferous forest, meadows, seeps, and vernal pool communities between 300 and 2040 m msl.	Annual herb April–July	**No –** the specific plan area is below the known elevation range of the species.
Cook's triteleia *Triteleia ixioides* ssp. *cookii*	–	–	1B.3	Serpentinite seeps within closed-cone coniferous forest and cismontane woodland communities between 150 and 700 m msl.	Perennial bulbiferous herb May–June	**Yes –** Suitable habitat is present within grassland and oak woodland/savanna communities within the specific plan area.

Status abbreviations

Federal
FT: Federally listed as Threatened

CNPS lists
1B: Plants rare, threatened, or endangered in California and elsewhere
2: Plants rare, threatened, or endangered in California, but more common elsewhere
3: Plants about which we need more information – a review list
4: Plants of limited distribution – a watch list

CNPS threat rank extensions
0.1: Seriously threatened in California
0.2: Fairly threatened in California
0.3: Not very threatened in California

** – Months given in parentheses indicate dates on which unusually early or late flowering records have been reported*

Table 6.3-2
Special-Status Animal Species Reported from the Region

Common name *Scientific name*	Federal Status	State Status	Other Lists	Habitat Requirements	Potential to be Present Within the Specific Plan Area
Crustaceans					
Vernal pool fairy shrimp *Branchinecta lynchi*	FT	–	–	Endemic to the grasslands of the central valley, central coast mountains, and south coast mountains in static rain-filled pools. Inhabit small, clear-water sandstone depression pools and grassed swale, earth slump, or basalt flow depression pools.	**Yes –** Suitable habitat may be present within undeveloped potions of the specific plan area.
Insects					
Atascadero June beetle *Polyphylla nubila*	–	–	CDFG Special Animals List	Known from San Luis Obispo County (Atascadero, San Luis Obispo, Poly Grove, and Paso Robles) in areas of sandy, loose soil with *Adenostoma*, *Quercus*, and scattered grasses and annuals.[5]	**Yes –** Suitable habitat may be present within undeveloped potions of the specific plan area.
Lompoc grasshopper *Trimerotropis occulens*	–	–	CDFG Special Animals List	Known only from Santa Barbara and San Luis Obispo counties.	**Yes –** Suitable habitat may be present within undeveloped potions of the specific plan area.
Fish					
Steelhead – south/central California coast ESU *Oncorhynchus mykiss irideus*	FT	SSC	–	Perennial, fresh water, fast flowing, highly oxygenated, clear, cool streams where riffles tend to predominate pools. Federal listing refers to runs in coastal basins from the Pajaro River south to, but not including, the Santa Maria River.	**Yes –** The Salinas River and its tributaries have been designated by the National Marine Fisheries Service as critical habitat for steelhead.

5 La Rue, DA. 1998. Notes on *Polyphylla* (Harris) with a description of a new species. (*Coleoptera: Scarabaeidae: Melolonthinae*). *Insecta Mundi* 12(1 & 2).

Common name *Scientific name*	Federal Status	State Status	Other Lists	Habitat Requirements	Potential to be Present Within the Specific Plan Area
Amphibians					
California tiger salamander *Ambystoma californiense*	FT	SSC	–	Central Valley DPS listed as Threatened. Santa Barbara and Sonoma counties' DPS listed as Endangered. Need underground refuges, especially ground squirrel burrows and vernal pools or other seasonal water sources for breeding.	**Yes –** Suitable habitat may be present within and adjacent to the Salinas River floodplain.
Arroyo toad *Anaxyrus californicus*	FE	SSC	–	Rivers, washes or intermittent streams with sandy banks, willows, cottonwoods and sycamores within valley-foothill, desert riparian and desert wash communities in semi-arid regions; loose gravelly areas of streams in drier parts of range.	**Yes –** The Salinas River supports suitable habitat for this species.
California red-legged frog *Rana draytonii*	FT	SSC	–	Requires 11 to 20 weeks of permanent water for larval development; must have access to aestivation habitat. Occurs in lowlands and foothills in or near permanent sources of deep water with dense, shrubby, or emergent riparian vegetation.	**Yes –** Suitable habitat may be present within and adjacent to the Salinas River floodplain.
Western spadefoot *Spea hammondii*	BLMS	SSC	–	Vernal pools and other areas of seasonally ponded water, primarily in grasslands habitats, but can be found in valley-foothill hardwood woodlands.	**Yes –** Suitable habitat is present within undeveloped portions of the specific plan area.
Coast Range newt *Taricha torosa torosa*	–	SSC	–	Occurs primarily in valley-foothill hardwood, valley-foothill hardwood-conifer, coastal scrub, and mixed chaparral, but is also known from annual grassland and mixed conifer types. Elevation range extends from near sea level to about 1830 m. Terrestrial individuals seek cover under surface objects such as rocks and logs, or in mammal burrows, rock fissures, or human-made structures such as wells. Aquatic larvae find cover beneath submerged rocks, logs, debris, and undercut banks. Breeding and egg-laying occur in intermittent streams, rivers, permanent and semi-permanent ponds, lakes and large reservoirs.	**Yes –** Suitable habitat may be present within and adjacent to the Salinas River floodplain.

Common name *Scientific name*	Federal Status	State Status	Other Lists	Habitat Requirements	Potential to be Present Within the Specific Plan Area
Reptiles					
Southwestern pond turtle *Actinemys marmorata pallida*	BLMS, FSS	SSC	–	Requires basking sites such as partially submerged logs, vegetation mats, or open mud banks and needs suitable nesting sites in permanent or near permanent bodies of water in many habitat types below 2000 m msl.	**Yes –** Suitable habitat is present within and adjacent to the Salinas River floodplain.
Silvery legless lizard *Anniella pulchra pulchra*	FSS	SSC	–	Leaf litter associates with sandy or loose loamy soil of high moisture content under sparse vegetation	**Yes –** Suitable habitat is present within and adjacent to the Salinas River floodplain.
Coast horned lizard *Phrynosoma blainvillii*	BLMS, FSS	SSC	–	Prefers friable, rocky, or shallow sandy soils in scrub and chaparral habitats in arid and semi-arid regions. Requires the presence of native ants for prey.	**Yes –** Suitable habitat is present within and adjacent to the Salinas River floodplain.
Birds					
Cooper's hawk (nesting) *Accipiter cooperii*	–	CDFG Watch List	–	Nests in open forests, groves, or trees along rivers, or low scrub of treeless areas. The wooded area is often near the edge of a field or water opening.	**Yes –** Suitable habitat is present throughout the specific plan area.
Sharp-shinned hawk (nesting) *Accipiter striatus*	–	CDFG Watch List	–	Breeds in ponderosa pine, black oak, riparian deciduous, mixed conifer, and Jeffrey pine habitats. Prefers, but not restricted to, riparian habitats. North facing slopes, with plucking perches are critical requirements. All habitats except alpine, open prairie, and bare desert used in winter. Roosts in intermediate to high-canopy forest. Nests in dense, even-aged, single-layered forest canopy. Winters in woodlands. Nest usually located within 90 m (275 ft) of water.	**Yes –** Suitable habitat is present throughout the specific plan area.
Tricolored blackbird (nesting colony) *Agelaius tricolor*	BCC, BLMS	SSC	USBC, AWL, ABC	Highly colonial species, requiring open water, protected nesting substrate and foraging areas with insect prey within a few kilometers of the colony.	**Yes –** Suitable habitat is present within and adjacent to the Salinas River floodplain and nearby wetlands (including the water treatment plant).

Common name *Scientific name*	Federal Status	State Status	Other Lists	Habitat Requirements	Potential to be Present Within the Specific Plan Area
Birds (continued)					
Golden eagle (nesting and wintering) *Aquila chrysaetos*	BCC, BLMS	CDFG Watch List, CDFG Fully Protected, CDF	–	Nests and winters in cliff walls, large trees, and rolling foothill and mountain areas supporting sage-juniper and desert vegetation.	**No –** This species may occasionally forage above and near to the specific plan area, but nesting habitat is not present.
Great blue heron (rookery) *Ardea Herodias*	–	CDF	–	Colonial nester in tall trees, cliffs, and sequestered spots on marshes. Rookery sites in close proximity to foraging areas: marshes, lake margins, tide-flats, rivers and streams, wet meadows.	**Yes –** Suitable habitat is present within and adjacent to the Salinas River floodplain and nearby wetlands (including the water treatment plant).
Burrowing owl (burrow sites) *Athene cunicularia*	BCC, BLMS	SSC	–	Open, dry grassland and desert habitats throughout California, or scrublands characterized by low-growing, widely spaced vegetation. Dependant upon burrowing mammals, especially California ground squirrel.	**Yes –** limited suitable habitat may be present on bluffs near the Salinas River and other open, undeveloped spaces within the specific plan area.
Ferruginous hawk (wintering) *Buteo regalis*	BCC, BLMS	CDFG Watch List	AWL	Open grasslands, sagebrush flats, desert scrub, low foothills, and fringes of pinyon/juniper habitats. Eats mostly lagomorphs, ground squirrels, and mice. Population trends may follow lagomorph cycles.	**No –** This species may occasionally forage above and near to the specific plan area, but nesting habitat is not present.
Northern harrier (nesting) *Circus cyaneus*	–	SSC, CDFG Fully Protected	–	Occurs from annual grassland up to lodgepole pine and alpine meadow habitats, as high as 3000 m (10000 ft). Frequents meadows, grasslands, open rangelands, desert sinks, fresh and saltwater emergent wetlands; seldom found in wooded areas. Uses tall grasses and forbs in wetland, or at wetland/field border, for cover; roosts on ground. Nests on ground in shrubby vegetation, usually at marsh edge. Mostly nests in emergent wetland or along rivers or lakes, but may nest in grasslands, grain fields, or on sagebrush flats several miles from water.	**Yes –** Suitable habitat is present within and adjacent to the Salinas River floodplain and nearby wetlands (including the water treatment plant).

Common name *Scientific name*	Federal Status	State Status	Other Lists	Habitat Requirements	Potential to be Present Within the Specific Plan Area
Birds (continued)					
Yellow warbler (nesting) *Dendroica petechia brewsteri*	–	SSC	–	Riparian plant associations, preferably of willow, cottonwood, aspen, sycamore, and alder for nesting and foraging. Also nests in montane shrubbery of open conifer forests.	**Yes –** Suitable habitat is present in riparian habitats along the Salinas River.
White-tailed kite (nesting) *Elanus leucurus*	–	CDFG Fully Protected	–	Rolling foothills and valley margins with scattered oaks and river bottomlands or marshes next to deciduous woodland. Open grasslands, meadows, or marshes for foraging close to close to isolated, dense-topped trees for nesting and perching.	**Yes –** Suitable habitat is present within and adjacent to the Salinas River floodplain.
Southwestern willow flycatcher (nesting) *Empidonax traillii extimus*	FE, FSS (full species)	SE (full species)	USBC, AWL, ABC (all include full species)	Dense willow thickets are required for nesting and roosting. Nesting site usually near languid stream, standing water, or seep. Most numerous where extensive thickets of low, dense willows edge on wet meadows, ponds, or backwaters.	**No –** Not known to currently breed in San Luis Obispo County, but may be present as a spring and fall migrant within riparian habitats along the Salinas River.
Horned lark *Eremophila alpestris actia*	–	CDFG Watch List	–	Mostly eats insects, snails, and spiders during breeding season; adds grass and forb seeds and other plant matter to diet at other seasons. Walks along ground, searching for food. Grasses, shrubs, forbs, rocks, litter, clods of soil, and other surface irregularities provide cover. Builds grass-lined nest; cup-shaped in depression on ground in the open. Frequents grasslands and other open habitats with low, sparse vegetation.	**Yes –** limited suitable habitat is present within undeveloped natural and disturbed sites within the specific plan area.
Prairie falcon (nesting) *Falco mexicanus*	BCC	CDFG Watch List	–	Breeds on cliffs in dry, open terrain and forages far afield, even to marshlands and ocean shores.	**No –** may forage over the site, but is not expected to breed within the specific plan area due to a lack of suitable nesting habitat.
California condor *Gymnogyps californianus*	FE	SE, CDF, CDFG Fully Protected	USBC, AWL, ABC	Nets in deep canyons containing clefts in rocky walls of mountain ranges of moderate altitude. Forages up to 100 miles from nest sites over vast expanses of open savanna, grasslands, and foothill habitats.	**No –** open sites within the specific plan area are too limited in extent to be attractive to this species. Nearby occurrences would be limited to flyovers, most likely at high altitude.

Common name *Scientific name*	Federal Status	State Status	Other Lists	Habitat Requirements	Potential to be Present Within the Specific Plan Area
Birds (continued)					
Bald eagle (nesting and wintering) *Haliaeetus leucocephalus*	–	SE, CDF, CDFG Fully Protected	–	Nests in large, old growth or dominant large trees with open branches, especially ponderosa pines. Roosts communally in winter. Occurs along ocean shore, lake margins, and rivers for both nesting and wintering. Most nests within a mile of water.	**No –** Not known to nest within or near to the Specific Plan area. Nearest record of nesting is on the Nacimiento River. May be present occasionally as a migrant along the Salinas River.
Loggerhead shrike (nesting) *Lanius ludovicianus*	BCC	SSC	–	Found in broken woodlands, savanna, pinyon-juniper woodland, Joshua tree woodland, riparian woodland, desert oases, scrub, and washes. Prefers open country for hunting, with perches for scanning, and fairly dense shrubs and brush for nesting.	**Yes –** Suitable habitat is present in grassy and sparsely wooded sites throughout the specific plan area.
Least Bell's vireo *Vireo bellii pusillus*	FE, BCC	SE	USBC, AWL, ABC	Resident below about 600 m (2000 ft) in willows and other low, dense valley foothill riparian habitat. Thickets of willow and other low shrubs afford nesting and roosting cover. Usually found near water, but also inhabits thickets along dry, intermittent streams. Typically associated with willow, cottonwood, *Baccharis*, or wild blackberry, or mesquite in desert localities.	**No –** Not known to currently breed in San Luis Obispo County but may be occasionally present as a spring and fall migrant.
Mammals					
Pallid bat *Antrozous pallidus*	FSS, BLMS	SSC	WBWG High	Day roosts are in caves, crevices, mines, and occasionally in hollow trees and buildings. Roost must protect bats from high temperatures. Night roosts may be in more open sites, such as porches and open buildings. Needs water. Very sensitive to disturbance of roosting sites.	**Yes –** Roosting habitat is present in trees within undeveloped portions of the specific plan area
Hoary bat *Lasiurus cinereus*	–	–	WBWG Medium	Habitats suitable for bearing young include all woodlands and forests with medium to large-size trees and dense foliage. Generally roosts in dense foliage of medium to large trees. Preferred sites are hidden from above, with few branches below, and have ground cover of low reflectivity. Requires water. Prefers open habitats or habitat mosaics, with access to trees for cover and open areas or habitat edges for feeding.	**Yes –** Roosting habitat is present in trees within undeveloped portions of the specific plan area

Common name *Scientific name*	Federal Status	State Status	Other Lists	Habitat Requirements	Potential to be Present Within the Specific Plan Area
Mammals (continued)					
Monterey dusky-footed woodrat *Neotoma macrotis luciana*	–	SSC	–	Prefers moderate canopy in a variety of habitats. Houses are built of sticks and leaves at the base of, or in a tree, around a shrub, or at the base of a hill. Houses may measure 2.4 m (8 ft) in height and 2.4 m (8 ft) in diameter. Prefers forest habitats with moderate canopy, year-round greenery, a brushy understory, and suitable nest building materials. Well-developed understory at base of a single evergreen may be suitable for a single individual.	**Yes –** Suitable habitat is present within undeveloped portions of the specific plan area supporting trees and dense vegetation.
San Joaquin pocket mouse *Perognathus inornatus inornatus*	BLMS	–	–	Friable soils, typically in grasslands and blue oak savannas.	**Yes –** Suitable habitat may be present in undeveloped portions of the specific plan area adjacent to the Salinas River floodplain.
Salinas pocket mouse *Perognathus inornatus psammophilus*	–	SSC	–	Forages mainly on seeds of grasses and forbs, but also seasonally eats green vegetation. Although the frequency at which arthropods are eaten is uncertain, it is probably occasional. In general, occurs in open grassland and desert-shrub communities on alluvial sandy and wind drifted sands. Historically, they were most abundant in uncultivated habitats on sandy and other friable soils on the valley floor, and less common in the marginal habitats on the valley edges.	**Yes –** Suitable habitat may be present in undeveloped portions of the specific plan area adjacent to the Salinas River floodplain.
American badger *Taxidea taxus*	–	SSC	–	Drier, open stages of most shrub, forest, and herbaceous habitats with friable soils.	**Yes –** Suitable habitat is present in undeveloped portions of the specific plan area adjacent to the Salinas River floodplain.

Common name *Scientific name*	Federal Status	State Status	Other Lists	Habitat Requirements	Potential to be Present Within the Specific Plan Area
Mammals (continued)					
San Joaquin kit fox *Vulpes macrotis mutica*	FE	ST	–	Lives in annual grasslands or grassy open stages of vegetation dominated by scattered brush, shrubs, and scrub. Open, level areas with loose-textured soils supporting scattered, shrubby vegetation with little human disturbance represent suitable habitats for kit foxes. Some agricultural areas may support these foxes. The principal foods are black-tailed jackrabbits and desert cottontails, rodents (especially kangaroo rats and ground squirrels), insects, reptiles, and some birds, bird eggs, and vegetation. Cover provided by dens they dig in open, level areas with loose-textured, sandy, and loamy soils.	**Yes –** Known from several locations in and around Paso Robles. Suitable breeding habitat is not likely present within the specific plan area, but dispersal habitat may be present within the Salinas River floodplain.

Status abbreviations

Federal
FE: Federally listed as Endangered
FT: Federally listed as Threatened
BLMS: Bureau of Land Management Sensitive Species
FSS: USDA Forest Service Sensitive
BCC: Fish and Wildlife Service Birds of Conservation Concern

State
SE: State-listed as Endangered
ST: State-listed as Threatened
CDF: California Department of Forestry and Fire Protection Sensitive
SSC: CDFG Species of Special Concern

Other
AWL: Audubon Watchlist
ABC: American Bird Conservancy Green List
USBC: United States Bird Conservation Watch List
WBWG: Western Bat Working Group: High, Medium and Low priority

- arroyo toad (*Anaxyrus californicus*) **– federal Endangered**
- California red-legged frog (*Rana draytonii*) **– federal Threatened**
- San Joaquin kit fox (*Vulpes macrotis mutica*) **– federal Endangered**, **state Threatened**

Other sensitive species known to occur within the nine-quad region and having potential to occur within the specific plan area include 17 plant, 2 insect, 2 amphibian, 3 reptile, 10 bird, and 6 mammal species. Fieldwork was not conducted to confirm the presence or absence of these or other special-status species within the specific plan area, and it should be noted that additional special-status species or habitats could occur within the specific plan area, and site-specific surveys for the species identified below would be necessary to confirm their presence within a specific area proposed for development.

Special-status plant and wildlife species known to occur within the nine-quad region containing the specific plan area are listed in **Tables 6.3-1** and **6.3-2**, along with their habitat requirements and likelihood to be present within the specific plan area. CDFG identifies all listed sensitive species and their habitats on its Web site (www.dfg.ca.gov).

6.3.1.3 Wildlife Corridors

The Salinas River constitutes an important wildlife corridor within the region and is the primary intact natural feature that supports habitat continuity through the City of Paso Robles, with habitat suitable for several common and special-status resident, transitory, and migratory species. Other than roosting habitat for migratory birds in trees within the urban forest, habitat attributes supporting wildlife movement are generally absent from the remainder of the specific plan area.

6.3.2 REGULATORY FRAMEWORK

6.3.2.1 Federal

Migratory Bird Treaty Act of 1918

The Migratory Bird Treaty Act[6] makes it unlawful to "take" (kill, harm, harass, etc.) any migratory bird, including its nests, eggs, or products. Migratory birds include geese, ducks, shorebirds, raptors, songbirds, and many other species that may utilize natural and artificial habitats throughout the specific plan area.

6 US Code Title 16, Chapter 7, Subchapter II, Section 703–712.

Federal Endangered Species Act of 1973

Section 3 of the federal Endangered Species Act (ESA) defines an Endangered species as any species or subspecies "in danger of extinction throughout all or a significant portion of its range." A Threatened species is defined as any species or subspecies of fish, wildlife, or plants "likely to become an Endangered species within the foreseeable future throughout all or a significant portion of its range." Threatened or Endangered species and their critical habitat are designated through publication of a final rule in the Federal Register. Designated Endangered and Threatened animal species are fully protected from "take" unless an applicant has an incidental take permit issued by the USFWS under Section 10 or incidental take statement issued under Section 7 of the ESA. A take is defined as the killing, capturing, or harassing of a species. Proposed Endangered or Threatened species or their critical habitat are those for which a proposed regulation, but no final rule, has been published in the Federal Register.[7]

Federal Rivers and Harbors Act

Federal regulations of "waters of the United States" stem from Section 10 of the Federal Rivers and Harbors Act of 1899, enacted to regulate activities within navigable waters. The federal Clean Water Act (CWA) was passed in 1972 and regulates discharges into waters of the United States. CWA Section 404 regulates activities such as the placement of fills into waters of the United States.

The term "waters of the United States" is defined as follows:

(a) Waters of the United States means

(1) All waters which are currently used, or were used in the past, or may be susceptible to use in interstate or foreign commerce, including all waters which are subject to the ebb and flow of the tide;

(2) All interstate waters including interstate wetlands;

(3) All other waters such as intrastate lakes, rivers, streams (including intermittent streams), mudflats, potholes, wet meadows, playa lakes, or natural ponds, the use, degradation or destruction of which could affect interstate or foreign commerce including any such waters;

(i) Which are or could be used by interstate or foreign travelers for recreational or other purposes; or

(ii) From which fish or shellfish are or could be taken and sold in interstate or foreign commerce; or

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7 US Code Title 16, Chapter 35, Section 1531–1544.

(iii) Which are used or could be used for industrial purpose by industries in interstate commerce;

(4) All impoundments of waters otherwise defined as waters of the United States under the definition;

(5) Tributaries of waters identified in paragraphs (a) (1) through (4) of this section;

(6) The territorial seas;

(7) Wetlands adjacent to waters (other than waters that are themselves wetlands) identified in paragraphs (a)(1) through (6) of this section.

US Army Corps of Engineers jurisdiction in non-tidal waters typically extends to the ordinary high water mark (OHWM). The OHWM for intermittent streams, for example, can be determined by:

> *the fluctuations of water as indicated by physical characteristics such as clear, natural lines impressed on the bank, shelving, changes in the character of soil, destruction of terrestrial vegetation, the presence of litter and debris, or other appropriate means that consider the characteristics of the surrounding areas (33 CFR 328.3(e)).*

In 2006, the US Supreme Court revisited the issue of jurisdictional scope of Section 404 of the CWA. In *Rapanos v. US,* and *Carabell v US*, the court ruled that waters of the US are subject to CWA jurisdiction if (1) the water body is relatively permanent (seasonal, typically three months); (2) the water body is a wetland that directly abuts a relatively permanent water body; or (3) the water body and its adjacent wetland has a significant physical, biological, or chemical nexus with a traditionally navigable waterway.

Most impacts to areas delineated as waters of the United States, if determined to be jurisdictional by USACE, require approval under the authority of the CWA and its implementing regulations.

Clean Water Act

The federal CWA was passed in 1972 to regulate discharges into waters of the United States. Section 404 of the CWA regulates activities such as the placement of fills into waters of the United States.

Section 401

Section 401 of the federal CWA authorizes the State of California to certify that federal permits and licenses do not violate the state's water quality standards. The state's implementing regulations to conduct certifications are codified under the California Code of Regulations Title 23, "Waters," Sections 3830–3869. Projects qualifying for an USACE Section 404 permit must submit materials for review to the appropriate Regional Water Quality Control Board (RWQCB) and request a Section 401 certification.

Much of the same information (project description, potential impacts, mitigation measures) necessary to apply for USACE Section 404 and CDFG Section 1602 permits is required for the Section 401 certification.

The Section 401 certification requires that certain federal permits, including USACE Section 404 permits, must be certified as meeting the state's water quality standards. An application must be submitted to the RWQCB for approval. Much of the same information (project description, potential impacts, and mitigation measures) necessary to apply for USACE Section 404 and CDFG Section 1602 permits is required for the Section 401 certification.

In response to certain federal court decisions that limited USACE jurisdiction, the state issued several directives to the regional boards regarding the regulation of isolated waters no longer regulated by the USACE. At present, the State Water Quality Control Board and the RWQCBs are to:

1. continue issuing Section 401 certifications for federal permits; and
2. issue Waste Discharge Requirements (WDRs) for dredge or fill discharges to waters deemed by the USACE as not subject to federal jurisdiction referencing the same regulatory considerations that are used to issue general WDRs.

A Section 401 certification and a WDR application may be made on the same form, but the State Board has issued a model letter to be submitted with the WDR application to clarify that the WDRs are intended to cover "waters of the State" not covered by the Section 401 certification, and not subject to the USACE regulations.

Section 404

The deposition of fill to an area delineated as waters of the United States, including wetlands, and determined to be under the USACE jurisdiction requires a permit or other approval by a USACE Regulatory Branch. Fill is broadly defined to include most materials (e.g., rock, soil, pilings, concrete, wood, some incidental fallback of soil from earth-moving equipment, and in some cases additional water) that can be discharged into a water or wetland.

Most Section 404 permits require mitigation for reducing overall impacts to overall wetlands, including waters of the United States and their functions.

6.3.2.2 State Regulations

California Endangered Species Act

The California Endangered Species Act (CESA) declares that deserving plant or animal species will be given protection by the state because they are of ecological, educational, historical, recreational, aesthetic, economic, and scientific value to the people of the state. CESA establishes that it is state policy to conserve, protect, restore, and enhance Endangered species and their habitats. Under state law, plant and animal species may be formally designated as Rare, Threatened, or Endangered through official listing by the California Fish and Game Commission. Listed species are given greater attention during the land use planning process by local governments, public agencies, and landowners than are species that have not been listed.

On private property, Endangered plants may also be protected by the Native Plant Protection Act (NPPA) of 1977. Threatened plants are protected by CESA, and Rare plants are protected by the NPPA. However, CESA authorizes that "private entities may take plant species listed as Endangered or Threatened under the ESA and CESA through a Federal incidental take permit issued pursuant to Section 10 of the ESA, if the CDFG certifies that the incidental take statement or incidental take permit is consistent with CESA." In addition, the California Environmental Quality Act (CEQA) requires disclosure of any potential impacts on listed species and alternatives or mitigation that would reduce those impacts.

California Environmental Quality Act – Treatment of Listed Plant and Animal Species

ESA and CESA protect only those species formally listed as Threatened or Endangered (or Rare, in the case of the state list). Section 15380 of the *State CEQA Guidelines* independently defines "endangered" species of plants or animals as those whose survival and reproduction in the wild are in immediate jeopardy and "rare" species as those who are in such low numbers that they could become Endangered if their environment worsens. Therefore, a project normally will have a significant effect on the environment if it will substantially affect a rare or endangered species of animal or plant or the habitat of the species. The significance of impacts to a species under CEQA must be based on analyzing actual rarity and threat of extinction despite legal status or lack thereof.

California Fish and Game Code

Section 1602

The State of California regulates water resources under Sections 1600–1605 of the Fish and Game Code of California.

> *It is unlawful for any person to divert or obstruct the natural flow or substantially change the bed, channel, or bank of any river, stream, or lake designated by the department, or use any material from the streambeds, without first notifying the department of that activity.*

CDFG considers most natural drainages to be streambeds unless it can be demonstrated otherwise. Streams are defined in the California Code of Regulations Title 14, Chapter 1, Section 1.72 as follows:

> *A stream is a body of water that follows at least periodically or intermittently through a bed or channel having banks and that support fish or other aquatic life. This includes watercourses having surface or subsurface flow that supports or has supported riparian vegetation.*

CDFG jurisdiction includes ephemeral, intermittent, and perennial watercourses, and is often extended to the limit of riparian habitats that are located contiguous to the water resource and that function as part of the watercourse system. Section 2785(e) of the Fish and Game Code of California states:

> *Riparian habitat means lands which contain habitat which grows close to and which depends on soil moisture from a nearby freshwater source.*

Any project that impacts CDFG jurisdictional areas, including fills, vegetation removal, or bridging, requires a Section 1602 Streambed Alteration Agreement from CDFG. Much of the same information (i.e., project description, potential impacts, mitigation measures, etc.) necessary to apply for USACE Section 404 permits is required for the Streambed Alteration Agreement application.

Sections 3503, 3503.5, and 3800

These sections of the Fish and Game Code prohibit the destruction of bird nests and eggs (Section 3503), and the take of birds of prey (Section 3503.5) and nongame birds (Section 3800). Disturbance that causes nest abandonment and/or loss of reproductive effort (killing or abandonment of eggs or young) is considered "take." Such a take would also violate federal law protecting migratory birds.

Incidental Take Permits (i.e., Management Agreements) are required from the CDFG for projects that may result in the incidental take of species listed by the State of California as Endangered, Threatened, or candidate species. The permits require that impacts to protected species be minimized to the extent possible and mitigated to a level of insignificance.

6.3.2.3 Local

City of Paso Robles

General Plan

The *City of Paso Robles General Plan* Conservation Element contains the following goals, policies, and action plans to address the conservation of biological resources.[8]

Goal C-3 Biological Resources. As feasible, preserve native vegetation and protected wildlife, habitat areas, and vegetation, through avoidance, impact mitigation, and habitat enhancement.

Policy C-3A Oak Trees. Preserve existing oak trees and oak woodlands. Promote the planting of new oak trees.

Policy C-3B Sensitive Habitat. Incorporate habitats into project design, as feasible, including: oak woodlands, native grasslands, wetlands, and riparian areas.

Oak Tree Preservation Ordinance

The Oak Tree Preservation Ordinance[9] requires a permit for pruning or removal of oak trees if limbs to be pruned are 6 inches or greater in diameter or if trees to be removed are 6 inches or greater in diameter at breast height (DBH, i.e., 4.5 feet above ground level). Pruning of tree limbs and removal of oak trees of less than 6 inches DBH does not require a permit from the City of Paso Robles.

Owners of developed properties (parcels with existing buildings and related improvements) that are not being considered for new construction or other development entitlements may prune oak trees on their property without the need for a permit and without limitation as to limb size as long as the pruning does not endanger the health of the oak tree.

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8 Rincon Consultants, Inc., *City of El Paso de Robles General Plan*, "Conservation Element," (2003).

9 City of El Paso De Robles, Municipal Code, Chapter 10.01.030, Oak Tree Preservation Ordinance.

Oak Tree Guidelines

Oak tree evaluations are to be conducted per the guidelines set forth in the *Guide for Plant Appraisal Description*, 9th Edition, authored by the Council of Tree and Landscape Appraisers of the International Society of Arboriculture[10].

6.3.3 THRESHOLDS OF SIGNIFICANCE

Appendix E of the *Rules and Regulations for the Implementation of the California Environmental Quality Act*[11] contains the Initial Study Environmental Checklist form. Issues presented in the checklist have been used as thresholds of significance in this section. Accordingly, a project may present a significant impact if it would

- have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or US Fish and Wildlife Service;
- have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service;
- have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means;
- interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites;
- conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance;
- conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan; or
- have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal.

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10 Council of Tree and Landscape Appraisers,. *Guide for Plant Appraisal*, 9th Edition (2000). International Society of Arboriculture.

11 City of El Paso De Robles, *Rules and Regulations for the Implementation of the California Environmental Quality Act,* (July 2009).

6.3.4 PROJECT IMPACTS

6.3.4.1 Proposed Specific Plan Components

The proposed specific plan provides the following landscaping-related elements that have particular relevance to biological resources:

- Creating a destination opportunity at the Hot Springs site that includes a boardwalk over the wetland and an interpretive kiosk
- Introducing a wide greenway along one side of Park Street
- Constructing an improved drainage course for Mountain Spring Creek that crosses Vine Street, runs along 23rd street, down Oak Street to 21st Street to Spring Street, and on to the Paso Robles Event Center
- Introducing a park on the block surrounded by 16th Street, Vine Street, 17th Street, and Oak Street
- Implementing new street lighting, street trees, and sidewalks
- Transforming Robbins Field into a civic green that is less limited in its use. A new baseball field would be located elsewhere with the specific plan area (such as the block surrounded by 16th, Vine, 17th, and Oak Streets)
- Implementing new street lighting, street trees, and sidewalks
- Provide a pedestrian and a bicycle path that connects the northern terminus of Riverside Avenue under the 101 Freeway to reach the Hot Springs property and serve the overall river trail system
- Introducing a natural history museum/interpretive center at the Salinas River end of the 12th Street extension, connected to the Downtown via the proposed 12th Street pedestrian bridge
- Introducing a paseo along the Salinas River, shaded by native trees
- Incorporating an amphitheater along the Salinas River paseo facing the river

As part of the Salinas River Preserve, the specific plan intends that the remaining natural landscaping and habitat within the river be preserved and restored, and that access to its western banks be provided to make it more accessible to residents and visitors, and that new development along the east side of Paso Robles Street front the river along a pedestrian-oriented public way.

The specific plan includes requirements and guidelines landscape and open space to preserve and promote the aesthetic character and environmental quality of the City. The policies in the specific plan are as follows:

1. The landscape should define, unify, and enhance the public realm.

a. Street trees should be provided to define the street and identify it as a safe environment for automobiles, pedestrians, and cyclists as well as to add beauty and shade to the street. The selection of species should be based upon height, canopy diameter, disease resistance, and transparency.

2. The landscape should be sensitive to character, climate, and soils of Paso Robles. Whenever possible, plant materials should be indigenous to the region or similar in character and habitat to indigenous materials. Plant species should be selected that reduce the need for supplemental irrigation water.

   a. Indigenous trees such as Oaks, Sycamore, and Cottonwood, should be specified to provide sustainable habitat and reinforce the existing natural aesthetic of the open space framework. Trees should be tolerant of stress created during periods of drought, and should be receptive to the use of eco-friendly integrated pest management.

   b. Indigenous plants or drought-tolerant species from Mediterranean and other arid regions should be specified.

3. The landscape should mitigate environmental degradation resulting from stormwater runoff.

   a. Methods that reduce runoff and improve water quality should be implemented.

4. Existing oak trees should be preserved. The planting of new oak trees in accordance with Goal C-3 of the Paso Robles General Plan and the Oak Tree Preservation Ordinance is encouraged.

   a. Oak trees should be planted in parks and on other City-owned properties. New and replacement oak trees should be planted in locations and settings that are appropriate to their species.

   b. New oak trees should be planted where feasible and appropriate.

The specific plan provides the following landscape standards for private lots and thoroughfares. The specific plan also includes a list of acceptable plant materials including parking lot trees, accent trees, general trees, shrubs and hedges, ground cover, grasses, and vines.

Landscape Standards for Private Lots

Plantings in yard areas fronting on streets should be appropriate to the scale, orientation, and purpose of the yard. All trees for front yards should, if provided, be a minimum of 1.5-inches caliper. Appropriate plant materials and designs for specific frontage yard types are as follows:

a. Front yards.

   i. Front yards should be planted and maintained from the back of sidewalk to a facade or garden wall.

   ii. At facades, low shrubs and/or ground cover should be planted against the facade.

   iii. At garden walls, low shrubs and wall vines or tall shrubs alone shall be planted against the wall.

iv. Lawn can be used in front yard applications, but should be limited to no more than 25 percent of the entire front yard area, in accordance with City landscaping standards.

v. Side yards on corners are considered front yards and subject to the same requirements as identified in this article.

b. Other yards.

i. Rear yards may have 1 or 2 trees planted per suggested list. Fruiting trees are especially recommended.

ii. Side yards need not be landscaped, except as required to the extent that they affect the quality of the public space.

iii. If visible from the public realm, (i.e., the sidewalk or street), rear and side yards should be landscaped and maintained.

Landscape for Thoroughfares

1. Street trees should be consistent with, or similar to, species identified in Section G (Acceptable Plant Materials) below.

2. Large trees with arching canopies should be planted as rows in continuous parkway strips or individual tree wells parallel to the adjacent curb on both sides of the street and in street medians where appropriate.

3. Street tree spacing should be no more than 30 feet on center. Consistency in tree spacing and species should be used to create a strong street identity by establishing order and unity to the public realm.

4. Spring Street, Riverside Avenue, Vine Street, 24th Street, 13th Street, and 4th Street should be planted with 36-inch box (2 inches–2.5-inches caliper)* sized plant material. All other streets should be planted with 24-inch box (1 inch–1.75-inches caliper)* plant material.

5. Runoff from sidewalks should be conveyed to planted parkways. To the extent possible, overflow from parkways and runoff from the road may be directed into pervious paving in parallel parking areas in order promote infiltration into the ground.

Parking Lot Landscaping

Parking areas shall be landscaped in compliance with the following requirements.

1. **Amount of landscaping.** Each use shall provide landscaping within and/or around the parking area at a minimum ratio of 10 percent of the gross area of the parking lot. A minimum of one shade tree shall be provided for each five parking spaces or trees provided to achieve 50 percent canopy coverage of paved area at maturity, whichever is greater.

2. **Location of landscaping.** Landscaping shall be evenly dispersed throughout each parking area. Orchard-style planting (placement of trees in uniformly spaced rows) is encouraged for larger parking areas.

The following landscape standards would be required of building types within the specific plan area:

A. **Carriage House and Rear Yard Single Dwellings** (Zones T-3N, T-3F, T-4N, T-4F) – The Carriage House Yard shall contain at least one 24-inch box canopy tree.

B. **Single Dwelling** (Zones T-3N, T-3F, T-4N, T-4F)

   a. Landscape shall not be used to separate a front yard from front yards on adjacent parcels—except in the case of lots without alley access where planters may be provided on either side of the driveway.

   b. Front yard trees shall be of porch scale (no more than 1.5 times the height of the porch at maturity)

   c. At least one 24-inch box canopy tree shall be provided in the rear yard for shade and privacy.

C. **Duplex, Triplex, Quadplex, Sixplex** (Zones T-3N, T-3F, T-4N, T-4F)

   a. Landscape shall not be used to separate a front yard from front yards on adjacent parcels—except in the case of lots without alley access where planters may be provided on either side of the driveway.

   b. Front yard trees shall be of porch scale (no more than 1.5 times the height of the porch at maturity) except at the margins of the lot, where they may be of house scale (no more than 1.5 times the height of the house at maturity).

   c. At least one 24-inch box canopy tree shall be provided in each rear yard for shade and privacy.

D. **Villa** (Zone T-4F)

   a. Landscape shall not be used to separate a front yard from front yards on adjacent parcels. Front yard trees shall be of porch scale (no more that 1.5 times the height of the porch at maturity) except at the margins of the lot, where they may be of house scale (no more that 1.5 times the height of the house at maturity).

   b. Side yard trees may be placed to protect the privacy of neighbors.

   c. At least one large tree shall be provided in each rear yard for shade and privacy.

E. **Rosewalk** (Zone T-4N)

   a. Landscape shall not be used to separate a front yard from front yards on adjacent parcels.

   b. Front yard trees shall be of porch scale (no more than 1.5 times the height of the porch at maturity).

   c. At least one 24-inch box canopy tree shall be provided in each rear yard for shade and privacy.

F. **Bungalow Court** (Zones T-3N, T-3F, T-4N)

a. Landscape shall not be used to separate a front yard from front yards on adjacent parcels.

b. Front yard trees shall be of porch scale (no more than 1.5 times the height of the porch at maturity).

c. At least one 24-inch box canopy tree shall be provided in each rear yard for shade and privacy.

G. **Rowhouse** (Zones T-3F, T-4N, T-4F, T-4NC, TC-2, RC)

a. Landscape shall not be used to separate a front yard from front yards on adjacent parcels.

b. Front yard trees, if provided, shall be of porch scale (no more than 1.5 times the height of the porch at maturity).

c. For shade and privacy, it is encouraged that at least one large tree be provided in each rear yard.

H. **Tuck-Under** (ZonesT-4NC, TC-2)

a. All yards shall be landscaped.

b. Front yard trees, if provided, shall be of porch scale (no more than 1.5 times the height of the porch at maturity).

I. **Live/Work** (ZonesT-3F, T-4N, T-4F, T-4NC, TC-1, TC-2, RC)

a. Landscape shall not obscure the storefront of the ground floor flex/commercial space.

b. At least one 24-inch box canopy tree shall be provided in each rear yard for shade and privacy.

J. **Courtyard Housing** (ZonesT-4N, T-4F, TC-1, TC-2, RC)

a. Landscape should not be used to separate a front yard from front yards on adjacent parcels—except in the case of lots without alley access where planters may be provided on either side of the driveway.

b. Where ground floor flex/commercial space occurs, landscape shall not obscure the storefront of the ground floor flex/commercial space.

c. Front yard trees, if provided, shall be of porch scale (no more than 1.5 times the height of the porch at maturity).

d. At least one 24-inch box canopy tree planted directly in the ground shall be provided in at least one courtyard for shade, privacy, and scale.

e. Courtyards located over garages shall minimize forced podium hardscape* by way of design elements such as seating areas, fountains, and ample landscaping.

* A built condition which can occur when the podium created by the protruding concrete roof of a garage is minimally landscaped and not provided with other design elements—such as seating areas, fountains, and gardens—to soften an otherwise featureless hardscape.

K. **Stacked Dwelling** (ZonesT-4F, T-4NC, TC-1, TC-2)

a. When front yard is present, one 15-gallon or 24-inch box size tree per 25 lineal feet shall be provided. Trees shall be suitable for built-in concrete planters or containers with a 36-inch minimum width. Trees can be placed in groups in order to achieve a particular design.

b. Six 5-gallon size shrubs, ten 1-gallon size herbaceous perennials/shrubs and turf or acceptable dry climate ground cover is required for every required tree.

c. Courtyards located over garages shall be designed to avoid the sensation of forced podium hardscape. One canopy tree shall be planted through the garage to the ground.

d. In RIO 2, a minimum of 50 percent of the open space shall be planted (Table 673-2 of UDC).

L. **Liner** (ZonesTC-1, TC-2, RC) – All required yards shall be landscaped.

M. **Flex Block** (ZonesT-4F, T-4NC, TC-1, TC-2, RC)

a. In the front yard, there is no landscape, but the streetscape.

b. At least one large tree planted directly in the ground shall be provided in the rear yard.

c. Courtyards located over garages should be designed to avoid the sensation of forced podium hardscape.

d. Sideyard trees may be placed to create a particular sense of place.

As part of the Salinas River Preserve, the specific plan intends that the remaining natural landscaping and habitat within the river be preserved and restored, and that access to its western banks be provided to make it more accessible to residents and visitors, and that new development along the east side of Paso Robles Street front the river along a pedestrian-oriented public way.

Additionally, the specific plan respects various boundaries, including state and federal regulatory boundaries that restrict development adjacent to natural waterways such as the Salinas River, and City-determined boundaries set in place to restrict development of facilities within potential flood areas that might be beyond the capacity of the City to protect, maintain, and/or replace should they be damaged by periodic flood events. These boundaries are meant to restrict the development of permanent structures that could potentially raise the height of the 100-year floodway per FEMA and USACE regulations. However, the development of small structures, paths, or trails may be permitted within these boundaries (although, "permanent" trails or paths within the 10-year floodway are not recommended due to potentially high maintenance and replacement costs).

The specific plan also limits disturbance of existing vegetation, recommending it be removed from places of compelling community interest.

6.3.4.2 Impact Analysis

The environmental impact analysis presented in this section is based on the results of information received in response to the Notice of Preparation (NOP), and/or other review of the project by planning staff for issues that were determined to be potentially significant, or for issues identified by reviewing agencies, organizations, or individuals commenting on the NOP that made a reasonable argument that the issue was potentially significant (see **Responses to the NOP**, **Appendix 2.0**).

6.3.4.2.1: Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or US Fish and Wildlife Service. (Class II – Significant but Mitigable)

Impact Analysis

At least 48 special-status species may potentially utilize portions of the specific plan area during sensitive periods of their life history. With the exception of bird species, which could be present within oak trees or disturbed vacant land throughout the specific plan area, all 48 special-status species would be restricted to the Salinas River subarea of the specific plan area; however, nesting habitat is available for at least three special-status bird species (Cooper's hawk, horned lark, loggerhead shrike) within trees and vacant property throughout developed portions of the specific plan area. Despite the retention of trees that is called for in the specific plan, indirect impacts to nesting birds may potentially occur during the construction phase of projects, if construction were to occur within 300 feet of active nests of these or other special-status bird species (500 feet for raptors).

The proposed specific plan may include construction of a boardwalk over the wetland and an interpretive kiosk at the Hot Springs site, a pedestrian and bicycle path connecting the northern terminus of Riverside Avenue under the 101 Freeway to the Hot Springs property and overall river trail system, a paseo and amphitheater along the Salinas River, and improved pedestrian access to the river. Each of these projects would be sited within the Salinas River Preserve and could exert a potentially adverse impact to sensitive species utilizing habitats within and adjacent to the Salinas River. Additionally, any development within the specific plan area that would involve the removal of trees or other nesting habitat for common or special-status bird species would be subject to state and federal laws that protect nesting birds.

The goals and objectives of the proposed *Uptown/Town Centre Specific Plan* that would encourage infill development introduce street trees and a Park Street greenway, utilize native trees for the Salinas River paseo, and develop a habitat preservation and management plan for the Salinas River would compensate for many but not all of the potential impacts associated with implementation of the proposed specific plan. Therefore, these impacts are potentially significant.

Mitigation Measures

The following mitigation measures shall be implemented:

6.3-1 Prior to approval of any development entitlements within the Salinas River subarea, surveys shall be conducted to determine the potential for occurrence of any of the species described in **Tables 6.3-1** and **6.3-2** as having potential to occur within the specific plan area. If it is determined that special-status species may be present within areas to be disturbed by proposed development activities, a strategy for relocation, avoidance, or restoration of the affected populations or individuals must be developed and followed, as determined to be appropriate by the permitting authority.

6.3-2 Prior to approval of any development project within the specific plan area located within 300 feet of the Salinas River, as measured from the nearest riparian vegetation, a habitat evaluation to determine if suitable habitat for nesting birds is present shall be completed by a qualified biologist. If there is any existing development or use between the project site and the river, this habitat evaluation is not required. Active nests of native bird species are protected by the Migratory Bird Treaty Act (16 U.S.C. 704) and the California Fish and Game Code (Section 3503). If the habitat evaluation determines there is suitable habitat that could be impacted by activities associated with construction or grading planned during the bird nesting/breeding season, generally January through March for early nesting birds (e.g., Cooper's hawks or hummingbirds) and from mid-March through September for most bird species, the applicant shall have a qualified biologist conduct surveys for active nests. To determine the presence/absence of active nests, pre-construction nesting bird surveys shall be conducted weekly beginning 30 days prior to initiation of ground-disturbing activities, with the last survey conducted no more than three days prior to the start of clearance/construction work. If ground-disturbing activities are delayed, additional pre-construction surveys shall be conducted so that no more than three days have elapsed between the survey and ground-disturbing activities.

Surveys shall include an examination of trees, shrubs, and the ground for nesting birds. Protected bird nests that are found within or adjacent to the construction zone shall be protected by a buffer deemed suitable by a qualified biologist, and verified by the California Department of Fish and Game. Typically, a 300-foot buffer is required for most species and a 500-foot buffer for raptor species. Buffer areas shall be delineated with orange construction fencing or other exclusionary material that would inhibit access within the buffer zone. Installation of the exclusionary material delineating the buffer zone shall be verified by a qualified biologist prior to initiation of construction activities. The buffer zone shall remain intact and maintained while the nest is active (i.e., occupied or being constructed by the adults bird[s]) and until young birds have fledged and no continued use of the nest is observed, as determined by a qualified biologist.

Residual Impacts

Implementation of **Mitigation Measures 6.3-1** and **6.3-2** would reduce impacts to species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or US Fish and Wildlife Service to less than significant (Class III).

6.3.4.2.2: Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service. (Class IV – Beneficial)

Impact Analysis

Riparian and otherwise sensitive natural habitats within the specific plan area are limited to within the Salinas River subarea of the proposed specific plan. Development within this subarea would respect state, federal, and City regulatory boundaries restricting development adjacent to natural waterways and potential flood areas.

Section 2.1.9 of the plan "Salinas River" highlights various boundaries, including state and federal regulatory boundaries restricting development adjacent to natural waterways such as the Salinas River, and City-determined boundaries set in place to restrict development of facilities within potential flood areas that might be beyond the capacity of the City to protect, maintain, and/or replace should they be damaged by periodic flood events. These boundaries are meant to restrict the development of permanent structures that could potentially raise the height of the 100-year floodway per FEMA and USACE regulations. However, the development of small structures, paths, or trails may be permitted within these

boundaries (although "permanent" trails or paths within the 10-year floodway is not recommended due to potentially high maintenance and replacement costs). Additionally, the specific plan proposes a boardwalk over the wetland and an interpretive kiosk at the Hot Springs site, a pedestrian and bicycle path connecting the northern terminus of Riverside Avenue under the 101 Freeway to the Hot Springs property and overall river trail system; a paseo and amphitheater along the Salinas River, and improved pedestrian access to the river. The goals and objectives of the proposed specific plan that would utilize native trees for the Salinas River paseo and develop a habitat preservation and management plan for the Salinas River would compensate for the potential impacts associated with implementation of the proposed specific plan, as well as past damage that has resulted in current disturbances such as invasive plants and a lack of recruitment of native tree species. Because of the restoration of the Salinas River subarea, overall impacts of the specific plan on the Salinas River are expected to be beneficial, rather than adverse.

Mitigation Measures

No mitigation measures are required.

Residual Impacts

Implementation of the proposed specific plan is expected to have a positive effect on riparian habitat and other sensitive natural communities and result in an improvement in riparian habitat quality (Class IV).

6.3.4.2.3: Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means. (Class IV – Beneficial)

Impact Analysis

Impacts to federally protected wetlands, as defined by Section 404 of the CWA, are expected to be similar to riparian and other sensitive natural community impacts. The habitat preservation and management plan for the Salinas River, proposed as part of the specific plan, would compensate for the potential impacts associated with implementation of the proposed specific plan, as well as past damage that has resulted in current disturbances such as invasive plants and a lack of recruitment of native tree species. Because of the restoration of the Salinas River subarea, overall impacts of the specific plan on the Salinas River are expected to be beneficial, rather than adverse.

Mitigation Measures

No mitigation measures are required.

Residual Impacts

Implementation of the proposed specific plan is expected to have a positive effect on federally protected wetlands and result in an improvement in wetland function (Class IV).

6.3.4.2.4: Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites. (Class II – Significant but Mitigable)

Impact Analysis

Most of the specific plan area is in a developed condition and as such does not provide for wildlife movement. The primary opportunity for wildlife movement within the specific plan area is the Salinas River and adjacent habitat areas, all within the Salinas River subarea. The proposed specific plan would increase the number of recreational opportunities adjacent to the Salinas River by expanding the trail network and improving pedestrian and bicycle access. This may create the potential for indirect impacts including increased noise disturbances to wildlife (especially during the breeding season of birds, which can result in nest abandonment); the harassment and/or capture of slower moving species, including special-status reptiles and amphibians; the degradation of habitat used by steelhead; and the displacement of other more common wildlife species. This impact is potentially significant.

Indirect impacts could result from increased human use of the Salinas River subarea and a corresponding increase in use of the area by domestic animals, which could disturb nesting or roosting sites and disrupt the normal foraging activities of wildlife in adjacent habitat areas. Should this activity occur frequently and over a long period, these disturbances may have a long-term effect on the behavior of both common and special-status species and could result in their extirpation from the area. This impact is potentially significant.

Mitigation Measures

The following mitigation measures shall be implemented:

6.3-3 Trails in the Salinas River subarea for hiking and biking shall be designed to minimize access to the Salinas River to minimize potential impacts to native habitat present in the river by incorporating the following design features:

- Signs shall be installed on all trails asking that all pets be leashed and kept on the trail..
- Signs shall be installed on all trails indicating that hunting, fishing, and off-trail bike riding are not permitted.
- Roads and bridges that cross the Salinas River subarea shall have adequate barriers at their perimeters to discourage access to the River adjacent to the structures.

Residual Impacts

Implementation of **Mitigation Measure 6.3-3** would reduce impacts to established native resident or migratory wildlife corridors to less than significant (Class II).

6.3.4.2.5: Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. (Class III – Not Significant)

Impact Analysis

Oak trees are abundant throughout the specific plan area, both within developed and undeveloped areas, and could be encroached or removed as a result of activities associated with plan implementation, especially if street trees are to be affected by road and sidewalk improvements. The specific plan would require the use of plant materials, which would be indigenous to the region wherever possible, and this would include oak trees.

Development within the specific plan area would continue to be subject to the City's Oak Tree Preservation Ordinance.[12] This ordinance requires a permit for pruning or removal of oak trees if limbs to be pruned are 6 inches or greater in diameter or if trees to be removed are 6 inches or greater in diameter at breast height (DBH, i.e., 4.5 feet above ground level). Pruning of tree limbs and removal of oak trees of less than 6 inches DBH does not require a permit from the City of Paso Robles. If oak trees would be potentially impacted by a proposed development action, they would need to be assessed per the *Guide for Plant Appraisal Description*, 9th Edition, authored by the Council of Tree and Landscape Appraisers of the International Society of Arboriculture, so that proper mitigation could be assessed.

Impacts would be less than significant.

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12 City of El Paso De Robles, Municipal Code, Chapter 10.01.030, Oak Tree Preservation Ordinance.

Mitigation Measures

No mitigation measures are required.

Residual Impacts

Impacts would be less than significant (Class III).

6.3.4.2.6: Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. (Class III – Not Significant)

Impact Analysis

There are no habitat conservation plans, natural community conservation plans, nor local, regional, or state habitat conservation plans adopted or approved within the specific plan area. However, the Salinas River and its tributaries have been designated by the National Marine Fisheries Service (NMFS) as critical habitat for steelhead. Therefore, if disturbances were to occur that could adversely impact steelhead or its habitat, consultation with NMFS, under Section 10 of the Endangered Species Act, would be required when there is no federal action required, such as a 404 permit from USACE under the CWA. Section 10(a)2(A) requires applicants for a section 10(a)1(B) incidental take permit to submit a habitat conservation plan.

Implementation of the proposed specific plan would include the construction of trails along the Salinas River, including non-permanent facilities that may be located within the 10-year flood elevation of the river. The proposed plan includes goals and objectives to site trails and other facilities away from sensitive habitat areas, and therefore no direct impacts to steelhead are anticipated.

The proposed paseo would incorporate a rain garden that runs the entire length of the paseo. This rain garden is a functional stormwater best management practice (BMP) that uses grasses and wildflowers to remove pollutants, facilitate groundwater recharge, as well as function as an ornamental landscape. The rain garden could also function as a leach field capable of cleansing the sulfur water generated by the hot spring adjacent to City Hall.

Stormwater BMPs would be enacted to filter pollutants from stormwater before it is released into the river. These can include rain gardens, biofiltration strips, sedimentation basins, stormwater wetlands, and other techniques that contribute to recharging the region's groundwater. Low-impact development and hydro-modification standards would also be incorporated to improve overall quality of stormwater entering the river.

Stormwater will be collected and reused to the extent possible. Drainage strategies for runoff from buildings, driveways, parking lots, and sidewalks will incorporate reduced impervious surfaces to absorb rainwater into the ground, soil and vegetation mediated stormwater filtration, and energy-attenuation features.

Runoff during the construction phase of development could cause increased sedimentation and other adverse effects to biological resources associated with aquatic systems. This impact would be less than significant when BMPs are incorporated during construction activities.

Mitigation Measures

The following mitigation measures shall be implemented:

6.3-4 Turbidity in stormwater runoff will be controlled through implementation of a Construction Stormwater Pollution Prevention Plan (SWPPP).

Residual Impacts

Impacts would be less than significant (Class III).

6.3.4.2.7: Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal. (Class III – Not Significant)

Impact Analysis

The proposed specific plan would site most development within the already developed areas of the Uptown Neighborhood, Midtown Neighborhood, Downtown District, Riverside Corridor, and South of Downtown Neighborhood and away from sensitive habitats and special-status species populations within the Salinas River Preserve.

Although nesting habitat is available for at least three special-status bird species (Cooper's hawk, horned lark, loggerhead shrike) within trees and vacant property throughout developed portions of the specific plan area, nesting sites themselves are not rare within the specific plan area. Assuming direct impacts to nesting birds are avoided, populations of these species would not be jeopardized by plan implementation. Likewise, critical habitat for steelhead is not expected to be directly affected by plan

implementation, as trail construction in the Salinas River subarea would avoid the 10-year flood elevation.

Other special-status species populations potentially occurring within the specific plan area are not rare or spatially limited to the degree that, if present within the specific plan area, their regional or global populations would drop to below self-sustaining populations with the implementation of the proposed specific plan. This impact is therefore less than significant.

Mitigation Measures

No mitigation measures are required.

Residual Impacts

Impacts are less than significant (Class III).

6.3.5 CUMULATIVE IMPACTS

6.3.5.1: Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects). (Class III – Not Significant)

Impact Analysis

The *City of El Paso de Robles General Plan*[13] establishes the Salinas River (SR) planning overlay to ensure that development along the Salinas River corridor addresses conservation, access, and recreational opportunities. Development within this overlay is subject to special review for standards related to conservation, access, and recreational opportunities along the Salinas River corridor. The Land Use Element of the City's 2003 general plan[14] allows no residential development within the SR overlay; however, additional restrictions on development within the SR overlay are not identified in the general plan. The proposed specific plan would improve habitat attributes of the Salinas River and adjacent areas, introduce a flood mitigation and stormwater quality treatment area, and maintain oak and other native tree resources within the specific plan area, which provide breeding opportunities for several common and special-status bird species. These project features, along with the proposed mitigation measures are

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13 Rincon Consultants, Inc., *City of El Paso de Robles General Plan*, "Conservation Element," (2003).

14 Rincon Consultants, Inc., *City of El Paso de Robles General Plan*, "Land Use Element," (2003).

expected to result in a project that improves overall biological values within the river and adjacent upland habitats. In this sense cumulative biological impacts in the region are expected to decrease and would be less than significant.

Mitigation Measures

No further mitigation measures are required.

Residual Impacts

Impacts would be less than significant (Class III).

6.3.6 GENERAL PLAN CONSISTENCY ANALYSIS

Table 6.3-3 summarizes the applicable *Paso Robles General Plan* goals and consistency determinations between the general plan and the proposed specific plan.

Table 6.3-3
Paso Robles Uptown/Town Centre Specific Plan
General Plan Policy Consistency

Goal/Policy	Discussion	Consistent?
Goal C-3: Biological Resources. As feasible, preserve native vegetation and protected wildlife, habitat areas, and vegetation, through avoidance, impact mitigation, and habitat enhancement.	The specific plan would require landscaping that is sensitive to the character, climate, and soils of Paso Robles. Whenever possible, plant materials would be indigenous to the region or similar in character and habitat to indigenous materials. Plant species would be selected that reduce the need for supplemental irrigation water; landscaping would mitigate environmental degradation resulting from stormwater runoff; and existing oak trees would be preserved. As part of the Salinas River Preserve, the plan intends that the remaining natural landscaping and habitat within the River be preserved and restored. Additionally, the plan respects various boundaries, including state and federal regulatory boundaries restricting development adjacent to natural waterways such as the Salinas River, and City-determined boundaries set in place to restrict development of facilities within potential flood areas that might be beyond the capacity of the City to protect, maintain, and/or replace should they be damaged by periodic flood events. The plan also limits disturbance of existing vegetation, recommending it be removed from places of compelling community interest.	Consistent

Goal/Policy	Discussion	Consistent?
Policy C-3A: Oak Trees. Preserve existing oak trees and oak woodlands. Promote the planting of new oak trees.	The specific plan would require landscaping that is sensitive to character, climate, and soils of Paso Robles. Whenever possible, plant materials would be indigenous to the region or similar in character and habitat to indigenous materials. Plant species would be selected that reduce the need for supplemental irrigation water; landscaping would mitigate environmental degradation resulting from stormwater runoff; and existing oak trees would be preserved. Development within the specific plan area would continue to be subject to the City's Oak Tree Preservation Ordinance Paso Robles Municipal Code, Chapter 10.01.030. This ordinance requires a permit for pruning or removal of oak trees if limbs to be pruned are 6 inches or greater in diameter or if trees to be removed are 6 inches or greater in diameter at breast height (DBH, i.e., 4.5 feet above ground level). Pruning of tree limbs and removal of oak trees of less than 6 inches DBH does not require a permit from the City of Paso Robles. If oak trees would be potentially impacted by a proposed development action, they would need to be assessed per the *Guide for Plant Appraisal Description*, 9th Edition, authored by the Council of Tree and Landscape Appraisers of the International Society of Arboriculture, so that proper mitigation could be assessed.	Consistent
Policy C-3B: Sensitive Habitat. Incorporate habitats into project design, as feasible, including: oak woodlands, native grasslands, wetlands, and riparian areas.	The specific plan proposes the following projects within the Salinas River Preserve, each of which would be designed around sensitive resources present: • a destination opportunity at the Hot Springs site that includes a boardwalk over the wetland and an interpretive kiosk • a paseo along the Salinas River, shaded by native trees. • an amphitheater along the Salinas River paseo facing the river. As part of the Salinas River Preserve, the plan intends that the remaining natural landscaping and habitat within the River be preserved and restored. Additionally, the plan respects various boundaries, including state and federal regulatory boundaries restricting development adjacent to natural waterways such as the Salinas River, and City-determined boundaries set in place to restrict development of facilities within potential flood areas that might be beyond the capacity of the City to protect, maintain, and/or replace should they be damaged by periodic flood events. The plan also limits disturbance of existing vegetation, recommending it be removed from places of compelling community interest.	Consistent

6.4 CULTURAL RESOURCES

SUMMARY

This section addresses the potential impacts of the proposed Downtown Specific Plan / Uptown & Town Centre (Uptown/Town Centre Specific Plan) on cultural resources, including paleontological, archaeological and historic resources. There are no known paleontological resources within the specific plan area. The specific plan area is underlain by nonmarine, sedimentary rock units, where paleontological resources are generally found; therefore, impacts to paleontological resources are potentially significant. However, with implementation of mitigation, impacts would be reduced to a less than significant level. Therefore, impacts regarding paleontological resources would be significant but mitigable (Class II).

There are no known archaeological resources within the specific plan area. Based on communication with the Native American Heritage Commission, no Native American cultural resources, including previous burial grounds, have been recorded there. Substantial portions of the specific plan area have been subject to extensive disruption and contain fill materials, which reduces the potential for the existence of archaeological resources. Nonetheless, construction activities associated with specific plan implementation have the potential to unearth undocumented resources and result in a significant impact. With implementation of mitigation, impacts would be reduced to a less than significant level. Therefore, impacts regarding archaeological resources would be significant but mitigable (Class II).

The technical report prepared in support of this environmental impact report (EIR) identified approximately 561 properties that are considered cultural resources for the purposes of the California Environmental Quality Act (CEQA). Implementation of the specific plan has the potential to have a significant impact to historical resources by altering, redeveloping, and/or demolishing the resources. However, with implementation of mitigation, potential impacts to a less than significant level, and impacts would be significant but mitigable (Class II).

6.4.1 EXISTING CONDITIONS

To assess the potential for paleontological resources to exist within the specific plan area, the *San Luis Obispo County General Plan* Draft Conservation Element was reviewed.[1] To assess the potential for archaeological resources to exist within the specific plan area, the *City of El Paso de Robles General Plan Update EIR* and an Initial Study/Mitigated Negative Declaration prepared for a project located at City Hall were reviewed.[2,3] Information utilized in the analysis of historical resources is based on a historical

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1 San Luis Obispo County, *General Plan*, "Conservation Element," (2009).

2 City of El Paso de Robles, *General Plan Update EIR*, Chapter 4.4, "Cultural and Historic Resources," (2003).

3 Padre Associates, Inc., Draft Initial Study/Mitigated Negative Declaration, City Hall Parking Lot Sulfur Springs Remediation Project, prepared for the City of Paso Robles, November 30, 2007.

resources evaluation prepared by Historic Resources Group, Inc., dated November 2009, which is provided in **Appendix 6.4**.[4]

6.4.1.1 Paleontological Resources

Paleontological resources include fossil remains, the respective fossil sites, associated specimen data and corresponding geologic and geographic site data, and the fossil-bearing strata. Paleontological resources also include rock units that underlie the ground surface and have a potential for yielding particular types of fossil remains because they have yielded similar remains at previously recorded sites in the area. A rock or stratigraphic unit is a lithologically homogeneous body of strata characterized by certain observable physical features or by the dominance of a certain rock type or combination of rock types reflecting a particular depositional environment (e.g., marine or continental). Rock units include groups, formations, members, and beds. The paleontological importance (high, moderate, low, none, or undetermined) of a rock unit reflects (1) its potential paleontological productivity and (2) the scientific importance of the fossils it has produced locally. The potential paleontological productivity of a rock unit exposed on the project site is based on the abundance or densities of fossil specimens and/or newly and previously recorded fossil sites in exposures of the unit in or near the project site.

A fossil specimen is considered scientifically highly important if it is (1) identifiable, (2) complete, (3) well preserved, (4) age diagnostic, (5) useful in environmental reconstruction, (6) a type or topotypic specimen, (7) a member of a rare species, (8) a species that is part of a diverse assemblage, and/or (9) a skeletal element different from, or a specimen more complete than, those now available for its respective species.

Based on the above factors and as recommended by the Society of Vertebrate Paleontology, the paleontological or scientific importance of a rock unit that might be exposed on the specific plan area during construction is assessed using the following criteria:

1. High importance: The rock unit has comparatively high potential for containing currently unrecorded fossil sites and for yielding scientifically important fossil remains on the specific plan area similar to those previously recorded from a rock unit in and/or near the specific plan area.

2. Moderate importance: The rock unit has relatively moderate potential for containing currently unrecorded fossil sites and for yielding scientifically important fossil remains on the specific plan area similar to those previously recorded from a rock unit near the specific plan area.

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4 *Cultural Resources Technical Report, Downtown, Uptown & Town Centre Specific Plan*, Paso Robles, California, Historic Resources Group, LLC, November 2009.

3. Low importance: The rock unit has comparatively low potential for containing any currently unrecorded fossil site or for yielding any scientifically important fossil remains on the specific plan area.

4. Undetermined importance: The rock unit for which too few data are available from the specific plan area and vicinity to allow an accurate assessment of its potential for containing any currently unrecorded fossil site or for yielding any scientifically important fossil remains on the specific plan area.

5. No importance: The unfossiliferous artificial fill and intrusive igneous and high-grade metamorphic rock units having no potential for containing any currently unrecorded fossil site or for yielding any fossil remains.

It should be noted that any fossil site containing identifiable fossil remains and the fossil-bearing strata are considered highly important paleontologically, regardless of the paleontological or scientific importance of the rock unit in which the site and strata occur.

Paleontological resources are generally found in sedimentary rock units in which the boundaries of a sedimentary rock unit define the limits of paleontologic sensitivity in a given region. Most fossil material is found where bedrock is exposed on the surface, typically in mountainous terrain or in areas where erosion has removed the soil or regolith surface. Paleontological sites are normally discovered in cliffs, ledges, steep gullies, or along wave-cut terraces where vertical rock sections are exposed. Fossil material may be exposed by a trench, ditch, or channel caused by construction.[5]

Nonmarine or continental deposits are more likely to contain vertebrate fossil sites. Occasionally, vertebrate marine fossils such as whale, porpoise, seal, or sea lion can be found in marine rock units such as the Miocene Monterey Formation and the Pliocene Sisquoc Formations known to occur throughout Central and Southern California. Vertebrate fossils of continental material are usually rare, sporadic, and localized.[6]

The Salinas River Valley is underlain by deposits of non-marine sediment and alluvial deposits. The specific plan area is underlain by later Pleistocene terrace sands and gravels. The low hills along the western edge of the specific plan area and the eastern bank of the Salinas River are underlain by the Pliocene-age Paso Robles Formation. Just west of the specific plan area, near Terrace Hill Drive, are outcrops of Monterey Shale.[7] The geologic formations that underlie the specific plan area have the potential to contain undiscovered paleontological resources.

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5 San Luis Obispo County, *General Plan*, "Conservation Element," (2009).

6 San Luis Obispo County, *General Plan*, "Conservation Element," (2009).

7 Rincon Consultants, Inc., *City of Paso Robles General Plan Update EIR*, Section 4.5, "Geological Hazards," (August 2003).

6.4.1.2 Archaeological Resources

Regional Archaeological Background

The archaeological record indicates that sedentary populations occupied the region more than 9,000 years ago. There were three major periods—Early, Middle, and Late. The Early Period (8000 to 3350 Before Present [BP]) was primarily a seed processing subsistence economy for the Native American group Chumash Indians. The Chumash Indians occupied the region from San Luis Obispo County, including the City of Paso Robles, to Malibu Canyon along the coast, and inland as far as the western edge of the San Joaquin Valley, and the four northern Channel Islands.[8] The Chumash are subdivided into six groups based on their distinct dialects: Barbareño, Ventureño, Purisimeño, Ynezeño, Obispeño, and Island. The Obispeño were the northernmost Chumash group, which occupied the Paso Robles area as well as the most of San Luis Obispo County. The name Obispeño is derived from the local governing mission, San Luis Obispo de Tolosa.

The Middle Period (3350 to 800 BP) resulted in the shift from the Chumash as plant gathers and using hard seeds to a hunting-maritime-gathering adaptation and the increased use of acorns. The Chumash developed into one of the most economically and socially complex hunting and gathering groups in North America during the Late Period (800 to 150 BP). The Native American groups Yokuts and Salinan have been identified as living in the northern portions of San Luis Obispo County through marriage and post-mission settlement patterns. The Salinan was believed to be bordered by the Esselen and Costanoan to the north, Yokuts to the east, and the Chumash to the south.[9] The exact historical boundary of the Salinan and Yokuts groups has not been well established. According to recent research, dialects of Salinan and Yokuts are known to have been spoken in the vicinities of present-day Santa Margarita, Atascadero, Paso Robles, San Marcos Creek, and probably Creston at the time of Spanish settlement.

In 1595, Sebastian Rodriguez Cermeno docked at Port San Luis, which is the first recorded European contact in San Luis Obispo County. In 1602, Sebastian Vizcaino led a European land expedition. The next major European expedition reached San Luis Obispo County 150 years later. In 1769, Gaspar de Portola and Fray Crespi departed the San Diego settlement and continued northward to Monterey to secure the port and establish five missions along the way. During the same year, they passed through present-day San Luis Obispo County and in 1772, three years later, Father Serra founded the Mission San Luis Obispo de Tolosa. By 1823, *El Camino Real*, or The King's Highway, was an established route that passed through Paso Robles and linked the 21 missions, pueblos, and the 4 presidios from San Diego to Sonoma.

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8 City of El Paso de Robles, *General Plan Update* EIR, Chapter 4.4, "Cultural and Historic Resources," (2003).

9 City of El Paso de Robles, *General Plan Update EIR*, Chapter 4.4, "Cultural and Historic Resources," (2003).

Spanish colonization altered the Chumash and Salinan lifestyle by converting them to Christianity and bringing them into the mission system, where they were transformed from hunters and gatherers into agricultural laborers. The Salinan and Chumash were also exposed to new diseases. Spanish rule in Alta California ended in 1821 with the Mexican Independence and missions were secularized in 1832. By the end of the Mission Period in 1834, the Chumash and Salinan population had been decimated by declining birthrates and disease. Population loss as a result of disease and economic deprivation continued into the next century.

The Juan Bautista De Anza Trail (the De Anza Trail) traverses Paso Robles, along the Salinas River and is a National Park Service Historic Trail. The De Anza Trail illustrates the presidio, the mission, and the pueblo, the three elements of the Spanish colonization plan. It commemorates the overland route followed by Anza in 1775–76 from Sonora, Mexico, to Northern California, when he led 30 soldiers and their families to found a presidio and mission in the San Francisco Bay area. The 1,210-mile trail is a general route that was used by the nearly 300 settlers and soldiers on the Anza expedition.

Much of Paso Robles and the surrounding area are located at the base of hills, ridgelines, at the mouths of canyons and along creeks, rivers, and watercourses. It is known that prehistoric populations were present in the Paso Robles area. Also, there are a number of documented archaeological resources within and surrounding Paso Robles, attesting to the rich prehistoric heritage. Therefore, there is a moderate to high potential for the presence of archaeological resources within the City, particularly near watercourse, including the Salinas River and Huerhuero Creek.

Specific Plan Area Archaeological Resources

A hot, sulfurous geothermal spring, from an elongated fissure, erupted in the parking lot serving the City Hall and library (located within the Downtown District of the specific plan area) as a result of the San Simeon Earthquake of December 2003. A pit was excavated by City employees to identify the source of the spring, which was thought to potentially originate at a geothermal well associated with the former bathhouse located on site, but no well was located. Water from the spring flowed southeast from the surface rupture across the parking lot to 10th Street. The water continued east along 10th Street, entering into the City's stormwater system and it was eventually released to a strand of the Salinas River near the City Water Yard via a Caltrans culvert under US Highway 101. The geothermal spring water has been collected at the fissure and conveyed beneath City streets, along a Union Pacific Railroad (UPRR) easement, through a UPRR culvert, and to the Caltrans culvert described above. The City has proposed a project (Sulfur Springs Remediation Project) to convey the natural spring discharge via a pipeline to a proposed leachfield at the City Water Yard (located in the Salinas River Preserve district of the specific plan), where it would discharge the spring water to the underflow of the Salinas River. In accordance

with CEQA requirements, the City has prepared an Initial Study and Mitigated Negative Declaration for the proposed Sulfur Springs Remediation Project.

As part of the analysis performed for the proposed Sulfur Springs Remediation Project, a cultural resources assessment was prepared.[10] A substantial amount of historic debris was seen. The most notable artifacts seen were common bricks of at least three different manufactures, a large section of intact brick wall or foundation, and old window glass. A brick drain about 10 feet below surface level was the only intact feature found. This drain appears to run towards the El Paso de Robles Hotel site and may have been part of the hotel bathing facility, or part of the original 1870s bathhouse, that was originally located on the City Hall site. (The El Paso de Robles Hotel and bathhouse are discussed in more detail in **subsection 6.4.1.3, Historic Resources**, below.) Subsequent environmental review and correspondence from the State Office of Historic Preservation resulted in the conclusion that resources present at this site were not eligible for listing as a historic resource.

A sacred lands records search indicates that there are no Native American cultural resources known to be present within the specific plan area or the immediate vicinity of the specific plan area.[11]

6.4.1.3 Historic Resources

City of El Paso de Robles

Downtown Paso Robles, as well as adjacent areas, contain a wide variety of structures reminiscent of a rich agricultural, social, economic, and political heritage dating to the late 1880s. Located within a geothermally active area, the town boomed in the late 1800s as fame of its natural mineral baths grew. In 1889, a grand hotel was built, with its focus on the mineral waters. That structure (lost to fire in 1940) and its spa were famous worldwide. As a result of the hotel's activities and the fame of the mineral waters, the town boomed and developed. Today, many of the structures from that period remain and are in remarkable condition, particularly in the residential neighborhoods. Complete blocks of "working men's" cottages, foursquares, and bungalows exist as they did at the turn of the 20th century, due to which, a number of eligible and potentially eligible historic resources exist within the specific plan area. Although some original structures have been modified, buildings retain important scale elements and provide visual clues to the original building materials and architectural intent.

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10 Cultural Resource Management Services, *Cultural Resources Inventory Survey for Paso Robles City Hall Sulfur Spring, Transport, and Discharge Area*, August 1, 2007.

11 Katy Sanchez, Program Analyst, State of California, Native American Heritage Commission, letter to Ed Gallagher, City Planner, City of El Paso de Robles, March 4, 2008.

Five themes prevailed as having the most significant impact on the extant built environment of Paso Robles and are as follows: Geography, Town Settlement, Tourism & Transportation, Agriculture, and Military. These themes are discussed to highlight the key factors that influenced the development of Paso Robles and its built environment. To the extent that these themes directly impacted development within the specific plan area, they are further discussed in the chronological sections that follow.

Geography

In the late 19th century, Paso Robles emerged as the premier city of the booming upper Salinas Valley. Its central location at the juncture of the Salinas River and the Estrella plain, hilly topography, quality soil, and climate contributed to the development of the region's economy, based primarily on agriculture. Another important natural feature is the hot springs, which affected the quality of the soil, and was renowned for its healing powers, making it a destination for local Native Americans, missionaries, and 20th-century tourists alike. The hot springs were the single-most contributor to the establishment of Paso Robles and differentiated it from other similarly sized cities in the region.

Town Settlement

Daniel and James Blackburn (brothers) and a partner, Lazarus Godchaux, are almost solely responsible for the early development of Paso Robles. They envisioned the city as an important tourist destination, given the renown of the hot springs, its location midway between Los Angeles and San Francisco, easy accessibility from the railroad, and temperate climate and natural beauty.

Through a series of transactions, the site of the present city core of Paso Robles and the Hot Springs Hotel became the joint property of the Blackburn brothers and Drury James, and their influence would be a driving force in the development of the city. Daniel Blackburn and James owned the land that would become Paso Robles. They laid the foundation for the agricultural development, invested in the local tourism industry, participated in town planning, and devoted significant resources to its commercial and civic development.

Paso Robles was established and began to grow in the 1880s. This period was precipitated by the completion of the Pacific Coast Railway, and the Southern Pacific Railroad's coastal route running from San Francisco to Los Angeles. By providing a direct link to San Francisco on the eastern slope of the Santa Lucia Mountains, the railroad opened the vast resources of the region to large-scale settlement.

Transportation & Tourism

The combination of the city's location and the attraction of the hot springs meant that Paso Robles was included on stage lines, rail lines, and, in the 20th century, by the highway.

These later travel routes were preceded by El Camino Real, which also ran through Paso Robles. El Camino Real was originally a footpath that was created to connect the missions. As additional missions were built and traffic between them increased, the footpath became a roadway to accommodate horses and wagons. In Paso Robles, El Camino Real became Spring Street, which later became the initial route of the 101 Freeway. Spring Street is the main transportation corridor through Paso Robles.

In the 1850s and 1860s, regular stagecoach service from San Francisco to Los Angeles was established along El Camino Real, with a stop on Spring Street, which was originally referred to as "Stagecoach Road." With the increase in visitors came a demand for better hotel accommodations. The 1860s saw the construction of several luxury hotels and bathhouses in Paso Robles, which would continue for decades to be important resources in the city.

With the completion of the Pacific Coast Railway in the 1880s, a renewed surge in tourism occurred in Paso Robles. The hot springs remained the most important attraction for visitors, so in addition to new hotels to accommodate the increase in visitors there was also a new bathhouse constructed, as well as a surge in the development of the commercial center of town.

By the mid-1920s, vacationers increasingly used their cars and the improved highway system to reach destinations across the state. Given that the highway ran along Spring Street, until US Highway 101 (Highway 101) was constructed in 1958, made it an important transportation corridor. Additionally, Spring Street also serves as a terminus for Highway 41 from Fresno, providing easy access to Paso Robles from many directions.

Agriculture

Ranching and agriculture were the region's main commercial enterprises in Paso Robles. Farming became widespread in the 1870s. Built on the ruins of the old Mexican cattle ranchos, these early land grants laid the foundation for agricultural development and massive immigration of easterners.

Agriculture in Paso Robles has evolved from the early ranchos to vast farming enterprises. Crops have also changed over time, starting with the region's predominance in wheat production in the late 19th century, and moving to orchard crops at the turn of the 20th century. By 1910 specialty crops such as fruit, nuts (especially almonds), raisins, and wine grapes had eclipsed grain production. The almond

became so important that Paso Robles used the almond as its icon, including a tag line describing the area as "the almond capitol of the world" during the late 1910s and through the late 1920s.

As farming technologies and transportation facilities improved, exports of grain and other products became an increasingly important part of the local economy. This increase in population and agricultural production laid the foundation for the coming of the railroad.

During the late 19th century, many vineyards were planted and the wine industry soared. The wine industry created employment opportunities, increased housing demand, and provided a boon to tourism in the 20th century.

Military

Population and commercial growth are also tied to the history of military sites in the area. From 1940 to 1960 was a significant period of growth for Paso Robles.

Estrella Army Air Field, Camp Atascadero, and Camp Roberts were established in the Paso Robles area, which contributed to the growth of the City both during and after World War II. During World War II and the Korean War, these bases both brought an influx of military personnel and their families to the region, leading to a housing shortage.

The National Housing Act of 1934 created the Federal Housing Administration (FHA), which influenced how homes and neighborhoods were designed. New housing during this period was built as infill in previously established neighborhoods in underdeveloped areas of the City.

Specific Plan Area

Early History

The City's early development was influenced by the Native American populations who lived in the area, followed by the founding of the mission system in the 18th and early 19th centuries, and the Mexican rule of California in the late 19th century. There are few extant resources from these periods within the City of Paso Robles.

19th Century Development

As previously discussed, Daniel and James Blackburn and their partner, Lazarus Godchaux, are almost solely responsible for the early development of Paso Robles. Their interest in investing in the development of the City of Paso Robles was directly related to their vision of the City as an important

tourist destination. The location midway between Los Angeles and San Francisco, easy accessibility from the railroad, temperate climate and natural beauty, and the existence of the hot springs combined to make Paso Robles a highly attractive destination.

James and Daniel Blackburn came to California from Virginia during the gold rush of 1849 and originally settled in Watsonville. They made their early fortune in farming and the lumber industry, running a successful lumber mill with their partner Lazarus Godchaux. When the lumber mill was destroyed by a fire in the 1850s, the three men decided that land investment was a better business venture and began looking for property. In 1857 they purchased Rancho el Paso de Robles, with its 25,993 acres of land and mineral hot springs. Through a series of business transactions, the firm divided their holdings, and Daniel Blackburn took one league of the Paso Robles property, including the hot springs and, with Drury James, formed the Blackburn & James partnership in 1865. The remainder of the original rancho remained in the hands of James Blackburn and Godchaux.

A north-south stagecoach route running along El Camino Real was established in 1855, bringing additional visitors to the area and increasing business in towns along the route. In 1864, Wells Fargo began the operation of the stagecoach, which ran through Paso Robles on present-day Spring Street.

Architecture during this period was dominated by two trends: Victorian-era styles and Mission Revival architecture. Resources from this period are rare, as most were wood-frame buildings that were vulnerable to fire. In addition, the fragile nature of the elaborate ornamentation found on styles such as Gothic Revival were also susceptible to damage and loss.

Prior to their partnership with James, the Blackburn brothers had begun to make improvements to the rustic accommodations started by the missionaries at the hot springs, eventually investing in the construction of a new bathhouse and hotel. Over the next few years, the Blackburn brothers would continue to expand the hotel and bathhouse facilities. After Drury James and the Blackburn brothers formed a partnership in 1865, they continued to develop amenities for visitors to the City.

The town was referred to as Hot Springs, but by November 21, 1867, the name was changed to El Paso De Robles (or Pass of the Oaks) to reflect the name of the historic land grant.

During the 1880s, San Luis Obispo County became one of the largest wheat producers in the state, and there was a tremendous surge in railroad construction.

In 1887, Blackburn and James formally laid out the City and prepared lots for sale. They also donated two square blocks across from the hotel for a City park, which would become the center of town life, with the commercial district developing around it.

In 1888, a railroad depot to Paso Robles was constructed by the Southern Pacific Railroad and was located at present-day 8th and Pine Streets. Although the depot has been altered throughout its history, part of the original structure remains.

Blackburn and James also set aside land for building churches, and donated money to religious denominations for construction. Existing churches from this era include the First United Methodist Church, established in 1887 and located at the corner of 14th and Oak Streets, and the Live Oak Christian Church, constructed in 1888 and located at 15th and Oak Streets.

Paso Robles formally incorporated in 1889, and in 1891 Drury James built the El Paso de Robles Hotel and Hot Springs, replacing the earlier wood-structured hotel. The opulent hotel building was three stories high. Today the original ballroom and the exterior furnace remain from the grand hotel.

There was a great deal of commercial development in Paso Robles during this time, as businesses and additional hotels were established to serve the tourist and permanent populations, although most of the prominent buildings from this period are no longer extant. The City retains a great number of 19th century resources, the earliest of which date to the early 1870s. The most notable is the current Paso Robles Insurance Company located at 500 12th Street, parts of which were built in 1872 by founders Drury James and Daniel Blackburn; it was moved to the current location in 1904.

There is a large concentration of extant residences from this period on the west side of Paso Robles, as this was the adjacent land available for residential development for the Downtown merchants, and a potential historic residential district on the west side of Vine Street between 11th and 15th Streets.

During this period, the cooperative farming movement was established. From grass roots societies such as the Grange, the Farmers' Alliance Business Association (Farmers' Alliance) organization emerged in 1891 and began actively marketing collective farming. The flourishing agricultural industry and ancillary businesses needed to support its growth gave the Farmers' Alliance a strong foothold in Paso Robles.

20th Century Development: 1900–1920

The development and identity of Paso Robles in the early 20th century continued to be driven by agriculture and tourism.

Carnegie Library

The most significant civic project undertaken during this period was the construction of a public library. A grant from Andrew Carnegie of $10,000 was awarded to Paso Robles in 1906, and the parkland

between 11th and 12th and Spring and Pine Streets was selected as the site. On January 28, 1908, the cornerstone of the Paso Robles Carnegie Library was laid in the middle of the town park.

Commercial Development

Although the Blackburn and James partnership dissolved in the late 19th century, their families retained the rights to the area's hot springs so that there would be no competition to their original bathhouse. The bathhouse still stands at 840 11th Street, and is now used as a retail space.

Extant commercial resources from this period include the Ramona Hotel Building at 817/819 12th Street (1912); Le Grande Hotel at 630 14th Street (1915); the Renke Building at 1130 Pine Street (1915), the Trussler Building at 1301/1307 Park Street (1903/1911), the Lamas Building at 1211/1215 Park Street (1903), the Nyberg/Bank of America Building at 1245 Park Street (1919), the Odd Fellows building at 1226/1230 Park Street (1911), and the YMCA building at 945 Spring Street (1912).

Residential Development

In the early 20th century, residential architecture began to shift from the Victorian-era styles, and new regional styles. In California, the most notable new residential architecture was inspired by the Arts and Crafts movement and the development of the California bungalow, which was a simple, garden-oriented house uniquely suited for the climate and lifestyle of the region.

In Paso Robles, residential development in the early 20th century continued in previously established neighborhoods. There are several concentrations of extant residential resources from this period on the west side of Paso Robles.

20th-Century Development: 1920–1940

Residential Development

New construction during this time is primarily residential, located in previously established west of Highway 101. The Arts and Crafts bungalow remained the predominant residential style in Paso Robles through the 1920s. Paso Robles also has few examples of the Spanish and Mediterranean revival styles. Examples of remaining Spanish and Mediterranean revival styles are unique resources, and include 623 19th Street, built in 1924 in Mediterranean Revival style; 1720 Filbert Street, a 1926 Spanish Revival residence; and a 1929 Pueblo Revival house on Olive Street.

Growth of the Almond Industry

The period from 1920 to 1940 was the beginning of the almond as the primary regional product.

Just as the Farmers' Alliance built their own warehouse for processing wheat, the Paso Robles Almond Growers Association built their own facility. The almond industry remained prosperous through the late 1930s, when the almond trees began to decline due to poor growing techniques and lack of moisture in the soil. By 1936 the Farmers' Alliance had purchased the Almond Grower's Warehouse. The Farmers' Alliance owned the warehouse until closing in 1975. The building is still extant, and is an important historic resource in Paso Robles.

Extant commercial resources from this period include the Paso Robles Electric Building at 1244 Pine Street (1922), Peter's Laundry at 1344 Pine Street (1924), Heaton Building at 1221 Park Street (1922), Paso Robles Bakery at 1229 Park Street (1923), Smith Sporting Goods at 1225 Park Street (1889, remodeled 1923), and the Chevrolet Garage at 1305 Spring Street (1926).

Great Depression

There was little commercial or residential development in Paso Robles during the Great Depression. However, there are a few extant structures from this period. These include the Clark House at 1031 Pine Street (1933), Women's Club at 605 13th Street (1930, remodeled in the 1940s), Art Deco-style Paso Robles Fire House/Children's Museum at 623 13th Street (1930), Dupertius' Western Cabinet Works at 1000 Park Street (1930), and the Crescent Dairy at 1421/27 Spring Street (1938).

Automobile Tourism

The development of service stations, hotels, and auto camps along the automobile routes began in the mid-1920s and 1930s. A series of auto camps were developed along Spring Street, the most notable of which was the Paso Robles Auto Camp, located on the east side of Spring Street between 9th and 10th Streets. The camp had the unique amenity of being plunge fed with warm mineral spring water. There is also an extant auto camp called the Tree Mobile Home Park and Studio Cottages, located at 2841 Spring Street.

20th Century Development: 1940–1960

Residential Development

The National Housing Act of 1934 created the Federal Housing Administration (FHA), which was meant to reignite the construction of single-family homes. There is an intact collection of 1940s residences

bordered by Bonita and Beverly, Vine and Oak, and 30th and 32nd Streets. This is a unique resource in Paso Robles, and a potential historic district. During this period, there was also the development of schools and churches to serve the growing population, including the 1941 primary school that was constructed at the corner of 17th and Oak Streets. Other schools constructed during this period include the 1942 Marie Bauer School, designed by architect Frank Wynkoop; the 1948 Georgia Brown School at 525 36th Street; and the 1955 Glen Speck School at 432 18th Street.

Commercial Development

On December 12, 1940, the Paso Robles Hot Springs Hotel was destroyed by fire. Only the stately dining room/ballroom and the elegant bathhouse were left standing. A new Paso Robles Inn was constructed in 1942, which is now a historic resource in its own right, as an example of a new wave of architecture that catered to the automobile.

In 1958, Highway 101 was constructed. Even though Spring Street was no longer part of the highway, it remained the primary transportation corridor through town, and numerous automobile-related resources were constructed there. Most notable is Paso Robles' collection of motels that developed along Spring Street. Examples include the 1950 Clifton Motel,[12] the 1947 Farmhouse Motel, and the 1959 Melody Ranch.

San Simeon Earthquake

On December 22, 2003, a devastating earthquake centered 6 miles northeast of San Simeon hit the Central Coast. Paso Robles was hit particularly hard, with damage to many historically significant downtown structures, including the Paso Robles' landmark Blackburn Clock Tower Building. Since then, the clock tower building has been reconstructed, the Carnegie Library has been renovated, and seismic strengthening and rehabilitation efforts continue throughout the City.

Specific Plan Area Survey

In conjunction with the development of the *Uptown/Town Centre Specific Plan*, a survey of Paso Robles' historic resources was conducted.[13] The survey focused primarily on the central portions of the City, bounded generally by US Highway 101 to the east and the City boundary to the west.[14]

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12 The Clifton Hotel is often referred to as the Marilyn Monroe hotel, as it is speculated that she and Joe Di Maggio spent a honeymoon night there.

13 For complete survey results, see City of Paso Robles Historic Resources Survey, prepared by Historic Resources Group, 2009.

14 While the Historic Resources Survey was citywide in its scope, only impacts to identified resources within or immediately adjacent to the specific plan area were analyzed in the Cultural Resources Technical Report prepared for the specific plan project.

Individually Eligible Resources

Approximately 113 properties that meet the criteria for local designation as an individual historic resource were identified. All of which are considered cultural resources for the purposes of CEQA.

Among these individually eligible properties are a substantial number of residential buildings constructed between 1885 and 1905. These are notable as examples of Victorian-era architectural styles and represent some of the earliest residential development still extant in Paso Robles. Many were also the homes of persons important to local history.

Commercial properties found individually eligible for designation represent a range of building types and architectural styles dating from the mid-1880s to the mid-1950s. These properties document the growth of the agriculture and tourism industries in the region, as well as local commercial and economic needs. Many of the earliest extant commercial properties are clustered in the City's central business district, directly accessible to the railroad and train station. Properties developed along the Spring Street corridor, including a number of roadside lodging properties, represent the increasing importance of automobile travel during the 20th century.

Several civic or institutional properties were also found to be individually eligible for designation as historic resources. These include the central City Park located between 11th and 12th Streets, along with the Carnegie Library located on the park site.

- *Eligible for Local Designation:* Approximately 113 properties have been identified as individually eligible for local designation.
- *Eligible for the California Register:* Approximately 55 of these also appear eligible for listing in the California Register of Historical Resources.[15]
- *Eligible for the National Register:* Approximately 30 of these also appear eligible for listing in the National Register of Historic Places.[16]

Historic Districts

In addition to properties individually eligible for historic designation, the survey identified four distinct groupings of properties that meet the criteria for local designation as historic districts. Of these, one also appears to be eligible for listing in the California Register and National Register.

15 Three of the 55 properties are currently listed in the California Register.
16 Three of the 30 properties are currently listed in the National Register.

Vine Street Residential District

The Vine Street Residential District is composed of 10 contributing single-family residential properties located on the west side of Vine Street between 11th and 15th Streets. This potential district is eligible for the National Register, California Register, and for local designation, and is therefore considered a cultural resource for the purposes of CEQA.

Constructed between 1887 and 1903, the 10 contributing properties represent a rare intact cluster of turn-of-the-century residential development found nowhere else in Paso Robles. Each contributing property is a good example of Victorian-era architecture and several are also associated with important early local residents.

Post–World War II Residential District

The Post–World War II Residential District is located in the northwestern portion of the specific plan area and is bounded by 32nd Street to the north, 30th Street to the south, the east side of Oak Street to the east, and Vine Street to the west. The potential district contains 36 contributing properties and nine non-contributing properties. This potential district is eligible for local designation and is therefore considered a cultural resource for the purposes of CEQA.

The residences are designed in the Minimal Traditional architectural style, defined by simple exterior forms and a restrained use of traditional architectural detailing. The district's period of significance extends from 1942 to 1953. It is significant as one of the City's earliest postwar residential developments and is the only postwar tract developed west of Highway 101.

Spring Street Roadside Lodging District

The Spring Street Roadside Lodging District is a non-contiguous thematic district composed of 13 tourist lodging properties distributed throughout the length of Spring Street that is within the specific plan area. This potential district is eligible for local designation and is therefore considered a cultural resource for the purposes of CEQA.

The Spring Street Roadside Lodging District is significant as a collection of roadside lodging properties associated with automobile travel to and through Paso Robles. With the ascendancy of the automobile as the nation's preferred mode of transportation in the first half of the 20th century, Spring Street became Paso Robles' primary transportation corridor. Contributing properties to the Spring Street district are representative of Paso Robles' popularity as an overnight rest stop, conveniently located between San Francisco and Los Angeles.

These districts appear to be eligible for listing as historic districts as follows:

- *Historic Districts Eligible for Local Designation:* The survey identified the following historic districts as appearing eligible for local designation.
  - Vine Street Residential District 10 contributing properties
  - Post-World War II Residential District 36 contributing properties
  - Spring Street Roadside Lodging District 13 contributing properties
- *Historic Districts Eligible for the National Register:* The Vine Street Residential District (outside the specific plan area) also appears eligible for listing in the National Register of Historic Places.

State Historic Resources Inventory

The California Office of Historic Preservation maintains a statewide Historic Resources Inventory (HRI). This inventory includes properties identified through historic resources surveys, Section 106 review, the federal tax certification process, and historic designation and registration programs. Listed properties have been previously evaluated for the National Register of Historic Places, the California Register of Historical Resources, and/or for local designation and been assigned a California Historic Resource Status Code from 1 to 7.

As updated November 10, 2008, the HRI lists approximately 470 properties in Paso Robles with a Status Code 5 and above (1 through 5).[17] The vast majority of these properties were first identified in 1984 as part of a citywide survey.[18]

- *Eligible for Local Designation:* Approximately 430 properties have been identified as eligible for local designation, either individually or as contributors to historic districts.

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17 While the HRI lists properties throughout the City of Paso Robles, only impacts to identified resources within or immediately adjacent to the specific plan area were analyzed in the Cultural Resources Technical Report prepared for the specific plan project.

18 The stated goal of the 1984 Morehouse Survey was to "catalogue all older structures that still remained intact throughout the Paso Robles city limits." The survey focused upon buildings constructed prior to 1941 located west of the Salinas River. Eligible properties were primarily assigned Status Codes of "4" (may become eligible for the National Register), and most were identified as being contributors to historic districts. However, these properties generally appear in the current HRI with a Status Code of "5S2" (individually eligible for local listing in designation) or "5D2" (contributor to a district that is eligible for local listing or designation). Per the Office of Historic Preservation, it is not known when these status codes were changed from 4s to 5s, although it has been determined that this change occurred prior to the adoption of the Revised Status Codes in 2003. The Morehouse Survey is now twenty-five years old and the information it contains can no longer be considered current. However, the Office of Historic Preservation has advised that all Paso Robles properties currently listed in the HRI with a Status Code of 5 or higher be considered cultural resources for the purposes of CEQA. This shall be the case until and unless results of the current Historic Resources Survey are submitted to and officially accepted by the State Office, at which time the new Status Codes would supersede the existing codes.

- *Eligible for the National Register:* Approximately 37 of these are also either listed in or appear eligible for listing in the National Register of Historic Places.

Identified Historic Resources Within the Specific Plan Area

Based upon the results of the Historic Resources Survey, as well as the information contained in the November 2008 update of the Historic Resources Inventory for Paso Robles, the technical report prepared in support of this EIR identified approximately 561 properties that are considered cultural resources for the purposes of CEQA.[19,20]

- *Eligible for Local Designation:* Approximately 553 properties have been identified as eligible for local designation.[21]
- *Eligible for the California Register:* Approximately 55 properties have been identified as eligible for listing in the California Register of Historical Resources.
- *Eligible for the National Register:* Approximately 49 properties have been identified as eligible for listing in the National Register of Historic Places.

6.4.2 REGULATORY FRAMEWORK

6.4.2.1 Federal

National Historic Preservation Act

The National Historic Preservation Act, established in 1966, created the legislation for the creation of the National Register and the Advisory Council on Historic Preservation (Advisory Council). Section 106 of the National Historic Preservation Act (Code of Federal Regulations Title 36, Part 800) requires federal agencies to take into account the effects of an undertaking on historical properties, which are defined as

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19 The Historic Resources Survey examined an existing historic/architectural overlay zone located west of Spring Street, and found that it did not meet the criteria for designation as a historic district. Therefore, this overlay zone does not constitute a cultural resource under CEQA. Any individually eligible properties located within this overlay zone are discussed under **Individually Eligible Resources** in the **Specific Plan Area Survey** section, above. The survey examined the city's central business district and determined that it, too, did not qualify as a historic district. Instead, the survey recommends consideration of this area as a potential conservation overlay zone. A conservation overlay zone is designed to protect existing neighborhood character, rather than historic fabric. As this area does not qualify as a historic district, it is not considered a cultural resource for the purposes of CEQA. Any individually eligible properties located within this area are discussed under **Individually Eligible Resources,** above.

20 The number of resources within the specific plan area is approximate, because the City has not yet adopted the survey of the City's historic resources currently being drafted and which forms the basis for the identification of resources within the specific plan area.

21 This includes individually eligible properties as well as properties identified as contributing to a district. However, the majority of these are district contributors.

cultural resources included in or eligible for listing in the National Register of Historic Places (National Register).

The National Historic Preservation Act is the key to the evaluation of cultural resources within the United States federal regulatory frameworks. The National Register, established by the National Historic Preservation Act, includes districts, sites, buildings, structures, and objects significant in American history, architecture, archaeology, and culture. The National Historic Preservation Act also created the Advisory Council, members of which are appointed by the president, to advise the president and the Congress on matters related to historic preservation. The Advisory Council is authorized to secure information it may need from federal agencies in order to carry out its responsibilities.

There have been several amendments to the National Historic Preservation Act. The 1980 amendments require that the Secretary of the Interior is directed to (1) certify local historic preservation programs; (2) promulgate curation regulations, standards, and guidelines for the preservation of historic and archaeological properties; (3) develop an appeals process for nominations to the National Register; (4) develop a direct grants program for the preservation of National Register properties; and (5) develop a loan guarantee program to finance historic preservation projects. The structure of the Advisory Council was also revised to include local government and private participation. Federal agencies were also directed to inventory their lands and nominate eligible properties to the National Register (a reiteration of Executive Order 11593).

Section 106 of the National Historic Preservation Act requires federal agencies to take into account the effects of their undertakings, licensed or executed by the agency, on historic properties listed or eligible for listing in the National Register, and affords the Advisory Council a reasonable opportunity to comment on such undertakings. The Section 106 process seeks to accommodate historic preservation concerns with the needs of federal undertakings through consultation among the lead agency and other parties with an interest in the effect of the undertaking on historic properties, commencing at the early stages of project planning. The goal of consultation is to identify historic properties potentially affected by the undertaking, assess the effects of the undertaking, and seek ways to avoid, minimize, or mitigate any adverse effects on historic properties. The Section 106 process includes the following five steps:

1. Identify and evaluate the National Register eligibility of historic properties.
2. Assess the effects of a proposed action on any historic property.
3. Consult with the State Historic Preservation Officer, interested parties and, when appropriate, the Advisory Council.
4. Treat impacts, as necessary.
5. Proceed with the action.

National Register of Historic Places

The National Register of Historic Places (National Register) is the country's master inventory of known historic resources and includes listings of buildings, structures, sites, objects, and districts that possess historic, architectural, engineering, archaeological, or cultural significance at the national, state, or local level. The National Register criteria and associated definitions are outlined in National Register Bulletin Number 15: *How to Apply the National Register Criteria for Evaluation.* Bulletin Number 15 provides the following list of definitions:

- A *structure* is a work made up of interdependent and interrelated parts in a definite pattern of organization. Generally constructed by humans, it is often an engineering object large in scale.
- A *site* is defined as the location of a significant event, a prehistoric or historic occupation or activity, or a building or structure, whether standing, ruined, or vanished, where the location itself maintains historical or archaeological value regardless of the value of any existing structure.
- *Buildings* are defined as structures created to shelter human activity.
- A *district* is a geographically definable area—urban or rural, small or large—possessing a significant concentration, linkage, or continuity of sites, buildings, structures, and/or objects united by past events or aesthetically by plan or physical development. A district may also comprise individual elements separated geographically but linked by association or history.
- An *object* is a material thing of functional, aesthetic, cultural, historical, or scientific value that may be, by nature or design, moveable yet related to a specific setting or environment such as a historic vessel.

Criteria

Title 36, Part 60 of the Code of Federal Regulations is a series of regulations that cover the National Register. Specifically, Title 36, Part 60.4 of the Code of Federal Regulations specifies the criteria applied to evaluate properties eligible for inclusion in the National Register. There are four criteria under which a structure, site, building, district, or object can be considered eligible for listing on the National Register. These include resources that are one or more of the following:

- Criterion A: Are associated with events that have made a significant contribution to the broad patterns of our history; or
- Criterion B: Are associated with the lives of persons significant in our past; or
- Criterion C: Embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or

- Criterion D: Have yielded, or may be likely to yield, information important in prehistory or history.[22]

There is also a general stipulation that the resource (structure, site, building, district, and object) be at least 50 years old, although there are exceptions to that rule (see Title 36, Part 50.4 of the Federal Code of Regulations, Criteria Considerations a–q). Properties under 50 years of age that are of exceptional importance or are contributors to a district can also be included on the National Register. The eligibility of a cultural resource for nomination to the National Register may be based on any of the above four criteria together with their integrity.

Historical period properties are best evaluated and supported by historical research, whereas Criterion D is typically documented by archaeological investigation. A property need not actually be listed on the National Register to be protected by the National Historic Preservation Act, but must be considered eligible for listing on the National Register. Archaeologists assess sites based on all four criteria, but prehistoric sites are primarily considered under Criterion D. If cultural resources do not meet the above criteria, they are not considered historical properties and are not further included in the Section 106 process.

Period of Significance

For any resource eligible for listing in the National Register, its period of significance must also be established. According to National Register Bulletin 16A, the period of significance is defined as the length of time that a property was associated with important events, activities, or persons, or attained the characteristics that qualify it for National Register listing. The following guidelines have been established to define the period of significance for resources meeting one or more of the four criteria of historical significance:

- Criterion A: For the site of an important event, such as a pivotal five-month labor strike, the period of significance is the time when the event occurred. For properties associated with historic trends, such as commercial development, the period of significance is the span of time when the property actively contributed to the trend.

- Criterion B: The period of significance for a property significant for Criterion B is usually the length of time the property was associated with the important person.

- Criterion C: For architecturally significant properties, the period of significance is the date of construction and/or the dates of any significant alterations and additions.

- Criterion D: The period of significance for an archeological site is the estimated time when it was occupied or used for reasons related to its importance, for example, 3000–2500 BC.

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22 Code of Federal Regulations, Title 36, Part 60.4.

Integrity

In addition to meeting at least one of the above criteria, the National Register program states that "to be eligible for listing in the National Register, a property must not only be shown to be significant under National Register criteria, but also must have integrity." *Integrity* is defined in National Register Bulletin 15 as "the ability of a property to convey its significance."[23] Within the concept of integrity, the National Register recognizes seven aspects or qualities that in various combinations define *integrity*: feeling, association, workmanship, location, design, setting, and materials.

- Location is the place where the historic property was constructed or the place where the historic event occurred.
- Design is the combination of elements that create the form, plan, space, structure, and style of a property.
- Setting is the physical environment of an historic property, constituting topographic features, vegetation, manmade features, and relationships between buildings or open space.
- Materials are the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form an historic property.
- Workmanship is the physical evidence of the crafts of a particular culture, people, or artisan during any given period in history or pre-history.
- Feeling is a property's expression of the aesthetic or historical sense of a particular period of time.
- Association is the direct link between an important historic event or person and an historic property.

According to National Register Bulletin 15, Section VIII, historic properties either retain integrity (this is, convey their significance) or they do not. Within the concept of integrity, the National Register criteria recognize the seven aspects or qualities listed above that, in various combinations, define integrity. To retain historic integrity a property will always possess several, and usually most, of the aspects.

Context

A property must also be significant within a historic context. National Register Bulletin 15 states that the significance of a historic property can be judged only when it is evaluated within its historic context. Historic contexts are "those patterns, themes, or trends in history by which a specific ... property or site is understood and its meaning ... is made clear."[24]

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23 National Register Bulletin 15, 44–45.

24 National Register Bulletin 15, 7.

Districts

Standard preservation practice evaluates collections of buildings from similar periods and historic contexts as *districts*. The National Park Service defines an historic district as "a significant concentration, linkage, or continuity of sites, buildings, structures, or objects united historically or aesthetically by plan or physical development."[25] A historic district derives its significance as a single unified entity.

Districts are comprised of resources that are identified as either contributing or non-contributing. Some resources within the boundaries of the district may not meet the criteria for contributing to the historic character of the district, although the resource is within the district boundaries.

Contributing resources add to the historic association, historic architectural qualities, or archaeological values for which the district is significant because the resource was present during the period of significance (the period of time during which the resource acquired its historically significant characteristics), relates to the documented significant contexts, and possesses integrity.

Non-contributing resources do not add to the historic associations, historic architectural qualities, or archaeological values for which the district is significant because the resource was not present during the period of significance, does not relate to the documented significant contexts, or does not possess integrity.

The Secretary of the Interior's Standards for Rehabilitation

The *Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings* (*Secretary's Standards*, or *Standards*) was published in 1995 and codified as 36 CFR 67.[26] Neither technical nor prescriptive, the *Standards* are intended to promote responsible preservation practices that help protect irreplaceable cultural resources.[27] There are four overriding treatments discussed in the *Standards:* preservation, rehabilitation, restoration, and reconstruction. *The Secretary's Standards* consist of 10 basic principles created to help preserve the distinctive character of an historic building and its site while allowing for reasonable change

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25 National Register Bulletin 15, 5.

26 "Preservation" acknowledges a resource as a document of its history over time and emphasizes stabilization, maintenance, and repair of existing historic fabric. "Rehabilitation," while also incorporating the retention of features that convey historic character, also accommodates alterations and additions to facilitate continuing or new uses. "Restoration" involves the retention and replacement of features from a specific period of significance. "Reconstruction," the least-used treatment, provides a basis for recreating a missing resource.

27 Weeks, Kay D. and Anne E. Grimmer. 1995. *The Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstruction Historic Buildings*. Washington DC: US Department of the Interior, National Park Service.

to meet new needs. The *Standards* apply to historic buildings of all periods, styles, types, materials, and sizes, and apply to both the exterior and the interior of historic buildings. They also encompass related landscape features and the building's site and environment, including attached, adjacent, or related new construction. The *Standards* have been adopted, or are used informally, by many agencies at all levels of government to review projects that affect historic resources, and are used as a measure in determining whether or not a project or new development or rehabilitation adversely impacts an historic resource.

The purpose of the *Standards* is to promote responsible preservation practices that help to protect irreplaceable cultural resources, and it is meant to provide philosophical consistency in the preservation component of a development project and to guide essential decisions about the treatments to these properties. The preamble to the *Standards* states that they "are to be applied to specific rehabilitation projects in a reasonable manner, taking into consideration economic and technical feasibility."

Under *State CEQA Guidelines* Section 15064.5(b)(3), conformity with the *Standards* in a development project is considered to mitigate impacts to historical resources to a less than significant-level. Although compliance with the *Standards* is presumed to constitute a less than significant impact on historical resources, compliance is not the sole criteria for determining whether a project would cause a substantial adverse change in the significance of an historic resource, and a failure to comply with the *Standards* may or may not constitute a significant impact or substantial adverse change under the *State CEQA Guidelines*.

The 10 principles of the *Secretary's Standards* are provided below:

1. A property shall be used as its historic purpose or be placed in a new use that requires minimal change to the defining characteristics of the building and its site and environment.

2. The historic character of a property shall be retained and preserved. The removal of distinctive materials or alteration of features, and spaces that characterize a property shall be avoided.

3. Each property shall be recognized as a physical record of its time, place and use. Changes that create a false sense of historical development, such as adding conjectural features or architectural elements from other buildings, shall not be undertaken.

4. Most properties change over time; those changes that have acquired historic significance in their own right shall be retained and preserved.

5. Distinctive features, finishes and construction techniques or examples of craftsmanship that characterize a property shall be preserved.

6. Deteriorated historic features shall be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature shall match the old in design, color, texture and other visual qualities and, where possible, materials. Replacement of missing features will be substantiated by documentary, physical or pictorial evidence.

7. Chemical or physical treatments, such as sandblasting, that cause damage to historic materials shall not be used. The surface cleaning of structures, if appropriate, shall be undertaken using the gentlest means possible.

8. Significant archeological resources affected by a project shall be protected and preserved. If such resources must be disturbed, mitigation measures shall be undertaken.

Infill and redevelopment projects that could affect historic resources may be subject to review based on principles 9 and 10 of the *Standards*, which are as follows:

9. New additions, exterior alterations or related new construction shall not destroy historic materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the massing, size, scale and architectural features to protect the integrity of the property and its environment.

10. New additions and adjacent or related new construction shall be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

6.4.2.2 State Regulations

California Public Resources Code

The California Public Resources Code defines any unauthorized disturbance or removal of a fossil locality or remains on public land as a misdemeanor,[28] and requires reasonable mitigation of adverse environmental impacts that result from development of public land and affect paleontological resources.[29]

California Register of Historical Resources

The California Register of Historical Resources (California Register)[30] is the authoritative guide to the state's significant historical and archeological resources. It serves to identify, evaluate, register, and protect California's historical resources. The California Register program encourages public recognition and protection of resources of architectural, historical, archeological, and cultural significance, identifies historical resources for state and local planning purposes, determines eligibility for historic preservation grant funding, and affords certain protections under CEQA. All resources listed on or formally determined eligible for the National Register are eligible for the California Register. In addition,

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28 California Public Resources Code, Section 5097.5 (Statute 1965, Chapter 1136, Paragraph 2792).

29 California Public Resources Code, Section 30244.

30 Public Resource Code Section 21084.1.

properties designated under municipal or County ordinances are also eligible for listing in the California Register.

The California Register criteria are modeled on the National Register criteria discussed above. An historical resource must be significant at the local, state, or national level under one or more of the following criteria:

1. It is associated with events or patterns of events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States.

2. It is associated with the lives of persons important to local, California, or national history.

3. It embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of a master, or possesses high artistic values.

4. It has yielded, or has the potential to yield, information important to the prehistory or history of the local area, state or the nation.[31]

The California Register automatically includes the following:

- California properties listed or formally determined eligible for listing in the National Register of Historic Places

- California Registered Historical Landmarks from No. 0770 onward

- California Points of Historical Interest that have been evaluated by the Office of Historic Preservation and have been recommended to the State Historical Resources Commission for inclusion in the California Register

Other resources may be nominated for listing in the California Register based on the criteria stated above.

Additionally, a resource must retain historic architectural integrity in terms of location, design, setting, materials, workmanship, feeling, and association. The California Register procedures include language similar to the National Register criteria (discussed above) with regard to integrity.

As with the National Register, the minimum age criterion for the California Register is 50 years. Properties less than 50 years old may be eligible for listing on the California Register "if it can be demonstrated that sufficient time has passed to understand its historical importance."[32]

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31 *State CEQA Guidelines* Section 15064.5(a)(3).

32 California Code of Regulation, Chapter 11, Title 14, Section 4842(d)(2).

California Environmental Quality Act

Section 21084.1 of the Public Resources Code provides the framework for determining whether a property is an historic resource for CEQA purposes.

A resource is considered historically significant, and therefore an "historical resource" under CEQA, if it falls into one of the three following categories as defined by Section 21084.1 of the California Public Resources Code:

- *Mandatory historical resources* are resources "listed in, or determined to be eligible for listing in, the California Register of Historical Resources."
- *Presumptive historical resources* are resources "included in a local register of historical resources, as defined in subdivision (k) of Section 5020.1, or deemed significant pursuant to criteria set forth in subdivision (g) of Section 5024.1" of the Public Resources Code, unless the preponderance of the evidence demonstrates that the resource is not historically or culturally significant.
- *Discretionary historical resources* are those resources that are not listed but determined to be eligible under the criteria for the California Register of Historical Resources.[33]

A lead agency must consider a property a historic resource under CEQA if it is listed in, or determined to be eligible for listing in, the California Register. Historical resources included in a local register of historical resources, as defined in subdivision (k) of Section 5020.1, or deemed significant pursuant to criteria set forth in subdivision (g) of Section 5024.1, are presumed to be historically or culturally significant for purposes of CEQA, unless the preponderance of the evidence demonstrates that the resource is not historically or culturally significant. The fact that a resource is not listed in, or determined to be eligible for listing in, the California Register of Historical Resources, not included in a local register of historical resources, or not identified in an historical resources survey meeting the criteria of subdivision (g) of Section 5024.1, shall not preclude a lead agency from determining whether the resource may be an historical resource for purposes of CEQA.[34]

Section 15064.5(a) of the *State CEQA Guidelines* specifies that for purposes of CEQA compliance, the term "historical resources" include the following:

- A resource listed in, or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources.
- A resource included in a local register of historical resources, as defined in Section 5020.1(k) of the Public Resources Code, or identified as significant in an historical resource survey meeting the

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33 California Public Resources Code, Section 21084.1.

34 California Public Resources Code, Section 21084.1.

requirements in Section 5024.1(g) of the Public Resources Code, shall be presumed to be historically or culturally significant. Public agencies must treat any such resource as significant unless the preponderance of evidence demonstrates that it is not historically or culturally significant.

- Any object, building, structure, site, area, place, record, or manuscript that a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be an historical resource, provided the lead agency's determination is supported by substantial evidence in light of the whole record. Generally, a resource shall be considered by the lead agency to be "historically significant" if the resource meets the criteria for listing on the California Register.

- The fact that a resource is not listed, or determined to be eligible for listing, in the California Register of Historical Resources, not included in a local register of historical resources (pursuant to Section 5020.1(k) of the Public Resources Code), or identified in an historical resources survey (meeting the criteria in Section 5024.1(g) of the Public Resources Code) does not preclude a lead agency from determining that the resource may be an historical resource, as defined in Public Resources Code Sections 5020.1(j) or 5024.1.

The term "historical resource" may also apply to archaeological sites. However, for an archaeological site that does not meet the criteria for consideration as a historical resource, a determination must be made as to whether it qualifies as a unique archaeological resource. The CEQA statute defines "unique archaeological resource" as an archaeological artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria:

- Contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information.

- Has a special and particular quality such as being the oldest of its type or the best available example of its type.

- Is directly associated with a scientifically recognized important prehistoric event or person.[35]

In addition to having significance, resources must have integrity for a period of significance, the date, or span of time within which significant events transpired at a site or the period in which significant individuals made their important contributions to a site. Integrity is the ability of a property to convey its significance. The seven primary aspects of integrity are location, design, setting, materials, workmanship, feeling, and association. Simply stated, resources must retain enough of their historical character or appearance to be recognizable as historical resources and to convey the reasons for their significance.[36]

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35 Public Resources Code 21083.2[g].

36 California Code of Regulations, Title 14, Section 4852.

If historical resources are found to be significant and unique, then the lead agency must determine whether the project may involve a substantial adverse change to the significance of a historical resource to the point where its significance is materially impaired.[37] Additionally, a substantial change to resource should also be considered. A "substantial adverse change" means "demolition, destruction, relocation, or alteration of the resource such that the significance of an historical resource would be materially impaired."[38] Material impairment occurs when a project:

- demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance and that justify its inclusion in, or eligibility for, inclusion in the California Register of Historical Resources;
- demolishes or materially alters in an adverse manner those physical characteristics that account for its inclusion in a local register of historical resources pursuant to Section 5020.1(k) of the Public Resources Code or its identification in an historical resources survey meeting the requirements of Section 5024.1(g) of the Public Resources Code, unless the public agency reviewing the effects of the project establishes by a preponderance of evidence that the resource is not historically or culturally significant; or
- demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance and that justify its eligibility for inclusion in the California Register of Historical Resources as determined by a lead agency for purposes of CEQA.[39]

The setting of a resource should also be taken into account in that it too may contribute to the significance of the resource, as impairment of the setting could affect the significance of a resource.

According to the *State CEQA Guidelines*,

> *[p]ublic agencies should, whenever feasible, seek to avoid damaging effects on any historical resource of an archaeological nature. The following factors shall be considered and discussed in an EIR for a project involving such an archaeological site:*
>
> *(A) Preservation in place is the preferred manner of mitigating impacts to archaeological sites. Preservation in place maintains the relationship between artifacts and the archaeological context. Preservation may also avoid conflict with religious or cultural values of groups associated with the site.*
>
> *(B) Preservation in place may be accomplished by, but is not limited to, the following:*
>
> *(1) Planning construction to avoid archaeological sites;*
>
> *(2) Incorporation of sites within parks, greenspace, or other open space;*

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37 California Code of Regulations, Title 14, Section 15064.5.

38 Public Resources Code 5020.1(q); *State CEQA Guidelines* Section 15064.5(b)(2).

39 *State CEQA Guidelines*, Section 15064.5(b)(2).

(3) Covering the archaeological sites with a layer of chemically stable soil before building tennis courts, parking lots, or similar facilities on the site; or

(4) Deeding the site into a permanent conservation easement.

(C) When data recovery through excavation is the only feasible mitigation, a data recovery plan, which makes provision for adequately recovering the scientifically consequential information from and about the historical resource, shall be prepared, and adopted prior to any excavation being undertaken. Such studies shall be deposited with the California Historical Resources Regional Information Center. Archaeological sites known to contain human remains shall be treated in accordance with the provisions of Section 7050.5 Health and Safety Code. If an artifact must be removed during project excavation or testing, curation may be an appropriate mitigation.

(D) Data recovery shall not be required for an historical resource if the Lead Agency determines that testing or studies already completed have adequately recovered the scientifically consequential information from and about the archaeological or historical resource, provided that the determination is documented in the EIR and that the studies are deposited with the California Historical Resources Regional Information Center.[40]

Senate Bill 18

Senate Bill 18 requires cities and counties to contact, notify, and consult with California Native American Tribes about proposed local land use planning decisions prior to amending or adopting a general plan or specific plan, or designating land as open space. The purpose of this local and tribal intergovernmental consultation is to protect, preserve, or mitigate impacts to Native American Cultural Places. For this purpose, the Native American Heritage Commission created a new list of tribal consultants that is specific for Senate Bill 18. This list is made up of entities that are considered "Tribal Governments," which includes all federally recognized tribes and non-federally recognized tribes that meet minimum criteria set forth by the Native American Heritage Commission.

The intent of SB 18 is to provide California Native American tribes an opportunity to participate in local land use decisions at an early planning stage, for the purpose of protecting or mitigating impacts to cultural places. The purpose of involving tribes at these early planning stages is to allow consideration of cultural places in the context of broad local land use policy, before individual site-specific, project-level land use decisions are made by a local government.

The consultation process requires (1) that local governments send the State Native American Heritage Commission (NAHC) information on the proposed project and request contact information for local Native American tribes, (2) that local governments then send information on the project to the tribes that

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40 California Code of Regulation 15126.4[b][3].

the NAHC has identified and notify them of the opportunity to consult, (3) that the tribes have 90 days to respond on whether they want to consult or not, and (4) that consultation begins if requested by a tribe and there is no statutory limit on the duration of consultation. If issues arise and consensus on mitigation cannot be reached, SB 18 allows a finding to be made that the suggested mitigation is infeasible.

According to Senate Bill 18, "Native American Cultural Places" refers to places, features, and objects including Native American sanctified cemeteries, places of worship, religious or ceremonial sites, or sacred shrines on private lands, and Native American historic, cultural, or sacred site on public lands that are listed or may be eligible for listing in the California Register pursuant to Public Resources Code Section 5024.1, including any historic or prehistoric remains, any burial ground, or any archaeological or historic site.[41]

Assembly Bill 133

California Assembly Bill 133 exempts non-commercial property owned by specified religiously affiliated associations or corporations from local landmarks laws. Such property may include religiously affiliated hospitals, schools, and community charity centers, as well as residential, recreational, and other properties owned by religious institutions. In order to invoke the exemption, the religiously affiliated organization must formally object to the application of the law, and determine in a public forum that application of the law will result in a substantial hardship, which is likely to deny the organization either an economic return on its property, the reasonable use of its property, or the appropriate use of its property.

6.4.2.3 City Regulations

General Plan

Chapter II, Section 3 of the *City of El Paso de Robles General Plan* Conservation Element (adopted 2009) contains the following objective and policy applicable to the *Uptown/Town Centre Specific Plan*:

GOAL C-6: Cultural Resources. Strive to preserve/protect important historic and archeological resources.

POLICY C-6A: Historic Resources: Encourage the preservation and restoration of historic buildings in the downtown and the Vine Street neighborhood.

41 Public Resources Code Sections 5097.9 and 5097.993

POLICY C-6B: Archaeological Resources: Strive to preserve/protect "unique archaeological resources" as defined by the California Environmental Quality Act (CEQA).

Chapter II, Section 1 of the *City of El Paso de Robles General Plan* Conservation Element (adopted 2003) contains the following objective and policy applicable to the *Uptown/Town Centre Specific Plan*:

GOAL LU-2: Image/Identity. Maintain/enhance the City's image/identity.

POLICY LU-2B: Visual Identity. Promote architectural and design excellence by imposing stringent design and construction standards for commercial, industrial, mixed-use, and multi-family projects.

POLICY LU-2C: Local Heritage. Preserve/enhance downtown and the historic Vine Street neighborhood through adherence to established guidelines.

POLICY LU-2H: Downtown. Continue to revitalize the historic Downtown. Focus efforts on developing Downtown Paso Robles as the specialty retail, government, office, cultural, conference, and entertainment center of the City and North County region.

Additionally, the Land Use Element of the City's general plan identifies several overlay designations, one of which is a Historic Preservation (HP) overlay zone. The purpose of the HP overlay zone reads as follows:

> *This overlay category is established to address preservation of historic structures. This overlay applies to development within the district bordered by Chestnut Street, Oak Street, 8th Street and 21st Street, inclusive of both sides of these boundary streets. Development in this area is subject to special review for consistency with historic preservation guidelines.*[42]

Specific provisions for HP overlay zones are outlined in sections 21.13 and 21.15 of the City's Municipal Code.

Historic Preservation Ordinance

Currently, Paso Robles does not have a policy for designating local landmarks. However, the City is in the process of preparing a Historic Preservation Ordinance, which, if adopted, would be incorporated into the Municipal Code as "Title 21 Zoning, Article V. Historic Preservation."

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42 City of Paso Robles, *General Plan*, "Land Use Element," (2003).

Historic preservation ordinances are the primary tool used to protect historic resources in a community. A local preservation ordinance should be one part of a multi-faceted, comprehensive program aimed at protecting historic resources. Every local government has the authority to adopt a historic preservation ordinance to provide regulations regarding historic and cultural resources. Ordinances are structured to address the particular needs and resources within a community. Every city should adopt an ordinance that is individually suited to meet the unique needs of the local community, and should enhance and expand upon the preservation language found in the City's existing general plan and Municipal Code.

The Draft Historic Preservation Ordinance includes the following:

- A provision for the establishment of a local historic commission and the powers and responsibilities assigned to that commission.
- A provision for the establishment of a local landmarks list.
- An explanation of the criteria that can be used to designate resources and the process of designation.
- A provision for economic hardship in the case that designation or denial of a building permit would cause extreme economic hardship.
- A requirement that property owners maintain designated resources and guidelines for appropriate treatments.
- A provision including incentives for properties designated as historic resources.

6.4.3 THRESHOLDS OF SIGNIFICANCE

Appendix E of the *Rules and Regulations for the Implementation of the California Environmental Quality Act (CEQA)*[43] contains the Initial Study Environmental Checklist form. Issues presented in the checklist have been used as thresholds of significance in this section. Accordingly, a project may present a significant impact if it would

- directly or indirectly destroy a unique paleontological resource or site or unique geologic feature,
- cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5,
- disturb any human remains, including those interred outside of formal cemeteries,
- cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5, or

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[43] City of Paso Robles, *Rules and Regulations for the Implementation of the California Environmental Quality Act*, July 2009.

- have the potential to degrade the quality of the environment, substantially eliminate important examples of the major periods of California history or prehistory.

6.4.4 PROJECT IMPACTS

6.4.4.1 Proposed Specific Plan Components

Upon adoption, the proposed *Uptown/Town Centre Specific Plan* and its Development Code (Chapter 5 of the specific plan) would become a subpart of the Zoning Ordinance and the Municipal Code. As is the case with other provisions of the Zoning Ordinance, all other provisions of the Municipal Code continue to apply within the specific plan area except as expressly provided to the contrary in the Development Code.[44]

The proposed *Uptown/Town Centre Specific Plan* identified six distinct neighborhoods (subareas) in the specific plan area: Uptown, Midtown, Downtown, Riverside Corridor, South of Downtown, and Salinas River. The goals, policies, and objectives of the specific plan are designed to minimize impacts on cultural resources. Important plan-wide goals pertaining to cultural resources are as follows:

Goal 1: Envision Uptown and the Town Centre as pedestrian-friendly, mixed-use neighborhoods, districts, and corridors. This is achieved by introducing buildings of appropriate density, scale, use and character.

Goal 2: Continue to revitalize the historic Downtown.

Goal 3: Encourage infill development as a means of accommodating growth, while preserving significant historic resources, enhancing open space areas, reducing vehicle miles traveled and other negative environmental effects, and enhancing livability and quality of life.

Goal 5: Capitalize on one of the few remaining passenger rail stations between Los Angeles and San Francisco. The historic Paso Robles Train Station and the land surrounding it is uniquely positioned to become a regional hub for transportation and transit-oriented development.

Goal 6: Transform the City's core into a Mid-State Downtown. Historic downtown Paso Robles is located at a major crossroads leading to the Great Valley and the Coast. The Specific Plan seeks to capitalize upon and expand Paso Robles' position as a leading regional destination.

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44 Moule & Polyzoides, *Downtown Specific Plan-Uptown & Town Centre*, Chapter 5, (2009), P. 5:1.

Important planwide objectives pertaining to cultural resources are as follows:

- Ensure the long-term protection of historically significant buildings and districts as identified in the Historic Resources Survey.
- Introduce selective infill on properties not currently occupied by buildings of historical significance.
- Preserve Paso Robles' walkable, interconnected street network in order to disperse traffic and provide a variety of vehicular and pedestrian routes.
- Preserve existing open spaces and introduce a variety of new public spaces such as parks, plazas, and greenways.
- Designate Park Street as a portion of the De Anza Trail.

Additionally the goals, policies, and objectives of the subareas are also designed to minimize impacts on cultural resources.

The *Uptown/Town Centre Specific Plan* identifies specific objectives that pertain to cultural resources for each of the neighborhoods in the specific plan area.

Uptown

- Introduce a small-scale retail district at the corner of 34th and Spring Streets.
- Expand the existing aquatics complex at 28th and Vine Streets. Possible projects include introducing classroom space, expanding and/or updating the existing pool, introducing a water slide, and adding additional parking.
- Develop the property owned by the County Office of Education at the northeast corner of Oak and 36th Streets with an Early Childhood Learning Center that may house a City Library-operated study center.
- Rehabilitate the Oak Park Housing Project and introduce a new community recreation center to replace the George Stephan Center.
- Improve Georgia Brown Elementary School and Vine Street, including terracing the hillside to accommodate spectator seating for existing soccer fields.
- Introduce new streets to create a better-connected street and block network.
- Introduce pedestrian improvements along Oak Street between Fein Street and 30th Street.
- Introduce a pedestrian/vehicular crossing over the existing railroad tracks at 28th Street.

Midtown

- Introduce a greenway along Park Street that provides an attractive pedestrian and bicycle connection between Uptown and Downtown.
- Introduce commercial and office uses along Spring Street.
- Introduce a commercial corridor along 24th Street that allows retail and small office uses.
- Introduce a park on the block surrounded by 16th Street, Vine Street, 17th Street, and Oak Street. Placement of a park on this site is contingent upon meeting the requirements of a covenant that restricts the site's use to "educational" uses.

Downtown

- At key locations, introduce lined parking garages, whereby the garage is located at the center and is screened from street by retail uses.
- Expand the existing retail district northward to 16th Street and southward along Pine Street to the Train Station.
- Transform Railroad Street between 12th and 14th Streets into a more pedestrian-friendly street by narrowing its width and introducing new paving materials and street furniture.
- Introduce a pedestrian bridge between 10th Street and 14th Street that crosses the 101 Freeway, connecting Downtown to the Salinas River.
- In order to enhance the cultural and educational quality of the community, support establishments such as "Studios on the Park," a project that will introduce a working artist studio into the heart of Downtown.
- Infill existing parking lots with mixed-use buildings.
- Introduce selective infill on properties not currently occupied by buildings of historical significance.

Riverside Corridor

- Revitalize the Paso Robles Event Center, Pioneer Park, and the Pioneer Park historical museums and organizations.
- Introduce retail and other related uses in the Farmers Alliance Building as well as the addition of new commercial buildings on the site that will improve the attractiveness of the property as a community destination.
- Introduce a pedestrian bridge from the Farmers' Alliance Building, across the railroad tracks, to the proposed City Hall building (at 6th and Pine Streets).
- Transform Riverside Avenue into a bicycle-friendly boulevard.

- Extend Riverside Avenue north to pass under the 101 Freeway to reach the Hot Springs property and provide connection to the overall river trail system.

South of Downtown

- Consider transforming Robbins Field into a performance venue or a Civic Park, but only if an appropriate replacement ball field is first developed elsewhere within the West Side of the City.
- Extend 4th Street beneath the railroad tracks to Riverside Avenue. In conjunction with this or as a separate project, Pine Street may be repositioned to the west to align with the center of Robbins Field.
- Introduce a pedestrian bridge across the railroad tracks between the new City Hall building and the historic Farmers' Alliance building.
- Provide a new north frontage for the existing Post Office building that better relates to Park Street.
- Introduce a pedestrian bridge across the railroad tracks between the new City Hall building and the historic Farmers' Alliance building.
- Introduce flex space along Park Street between Robbins Field and City Park. Flex space is an occupancy that is designed to accommodate a variety of uses including office, retail, or residential (typically in a loft configuration) also called "Live/Work."
- Infill vacant lots, parking lots, and properties not currently occupied by buildings of historical significance with mixed-use and/or flex buildings.

Salinas River

There are no site-specific objectives along the Salinas River that pertain to cultural resources.

Spring Street Corridor

Within the six districts, neighborhoods, and corridors identified as comprising the specific plan area, the specific plan also makes proposals for the Spring Street Corridor. The Spring Street Corridor is the historic spine of the City and runs through Uptown, Midtown, Downtown, and South of Downtown areas described above.

6.4.4.2 Impact Analysis

The environmental impact analysis presented in this section is based on the results of information received in response to the Notice of Preparation (NOP), and/or other review of the project by planning staff for issues that were determined to be potentially significant, or for issues identified by reviewing agencies, organizations, or individuals commenting on the NOP that made a reasonable argument that the issue was potentially significant (see **Responses to the NOP**, **Appendix 2.0**).

Paleontological Resources

6.4.4.2.1: Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature. (Class II – Significant but Mitigable)

Impact Analysis

As discussed above in **subsection 6.4.1.1, Paleontological Resources**, the geologic formations that underlie the specific plan area have the potential to contain undiscovered paleontological resources. With the incorporation of **Mitigation Measure 6.4-1**, impacts to undiscovered paleontological resources would be less than significant. Project-level review will be required for individual specific plan developments proposals.

The majority of the western portion of the specific plan area is designated as a "Substantial Ridgeline" on Figure C-4, "Prominent Ridgelines," of Paso Robles' general plan.[45] Therefore, development within the specific plan area may result in the alteration and/or destruction of a unique geologic feature. However, implementation of individual projects of the Uptown/Town Centre Specific Plan would be designed to avoid as many potential impacts to the ridgeline as possible. However, as the potential exists to unearth paleontological resources, impacts are potentially significant.

Mitigation Measures

The following mitigation measure shall be implemented:

6.4-1 In the event that previously unknown paleontological resources are encountered during excavation and/or construction activities, the City of El Paso de Robles shall be notified immediately and work within 100 feet of the resource discovered shall stop to allow a certified paleontologist to evaluate and appropriately remove the find for preservation, identification, analysis and the eventual storage of paleontological resources found during excavation and/or construction activities. Work may continue in areas located further than 100 feet from the location of the resource.

Residual Impacts

Impacts to paleontological resources would be reduced to less than significant levels with implementation of mitigation. Therefore, impacts would be significant but mitigable (Class II).

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45 City of El Paso de Robles, *General Plan*, Figure C-4, (2003).

Archaeological Resources

6.4.4.2.2: Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5. (Class II – Significant but Mitigable)

Impact Analysis

The City Hall/Library parking lot contains identified archaeological resources related to the former bathhouse that was located at that site. Mitigation was adopted by the City to reduce impacts related to the Sulfur Springs Remediation Project to a level that is less than significant. The specific plan does not propose any improvements to this site that would further impact these known archaeological resources.

Overall, the potential to encounter archaeological resources within the specific plan area is considered moderate to high, particularly near the Salinas River.[46] Some portions of the specific plan area have been subject to extensive disruption and contain fill materials. Therefore, any archaeological resources that may have existed at one time may have been previously disturbed in those areas. A sacred lands records search indicates that there are no Native American cultural resources, including previous burial grounds, known to be present within the specific plan area or the immediate vicinity of the specific plan area.[47] Construction activities associated with specific plan implementation have the potential to unearth undocumented resources and result in a significant impact. Project-level review will be required for individual specific plan development proposals. Therefore, impacts related to archaeological resources would be potentially significant.

Mitigation Measures

The following mitigation measures shall be implemented:

6.4-2 Archaeological resources shall be avoided, or unavoidable disturbance shall be mitigated through data recovery, documentation, analysis, and curation. Archaeological treatment plans shall be developed and implemented, as applicable. All materials and records resulting from implementation of the archaeological treatment plans shall be curated in accordance with 36 Code of Federal Regulations, Part 79 (Curation of Federally Owned and Administered Archaeological Collections).

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46 City of El Paso de Robles, *General Plan Update EIR*, "Cultural and Historic Resources," 2003.

47 Katy Sanchez, Program Analyst, State of California, Native American Heritage Commission, letter to Ed Gallagher, City Planner, City of El Paso de Robles, March 4, 2008.

6.4-3 If archaeological resources are uncovered on the project site during excavation, the developer must notify the City of Paso Robles immediately and work must stop within a 100-foot radius until a qualified archeologist (one who meets the Secretary of the Interior's guidelines and is listed in the Register of Professional Archaeologists) has evaluated the find. Construction activity may continue unimpeded on other portions of the project site. If the find is determined by the qualified archeologist to be a unique archeological resource, as defined by Section 2103.2 of the Public Resources Code, the site shall be treated in accordance with the provisions of Section 21083.2 of the Public Resources Code. If the find is determined not to be a unique archeological resource, no further action is necessary and construction may continue.

Residual Impacts

Impacts to archaeological resources would be reduced to less than significant levels with implementation of proposed mitigation. Therefore, impacts would be significant but mitigable (Class II).

Human Remains

6.4.4.2.3: Disturb any human remains, including those interred outside of formal cemeteries. (Class II – Significant but Mitigable)

Impact Analysis

As previously noted, A sacred lands records search indicates that there are no Native American cultural resources, including previous burial grounds, known to be present within the specific plan area or the immediate vicinity of the specific plan area.[48] Construction activities associated with specific plan implementation have the potential to unearth undocumented resources and result in a significant impact.

Mitigation Measures

The following mitigation measures shall be implemented:

6.4-4 If potential human remains are encountered during ground-disturbing activities, all work shall halt, and the San Luis Obispo County Coroner's Office shall be notified, as prescribed in Public Resources Code Section 5097.98 and Health and Safety Code Section 7050.5. If the Coroner determines that the remains are of Native American origin, the

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48 Katy Sanchez, Program Analyst, State of California, Native American Heritage Commission, letter to Ed Gallagher, City Planner, City of El Paso de Robles, March 4, 2008.

Coroner shall proceed as directed in Section 15064.5(e) of the *State CEQA Guidelines*. City of El Paso de Robles shall follow all guidelines outlined in Public Resources Code Section 5097.98 and Section 5097.94(k).

Residual Impacts

Impacts would be reduced to less than significant levels with implementation of proposed mitigation. Therefore, impacts would be significant but mitigable (Class II).

Historic Resources

6.4.4.2.4: Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5. (Class II – Significant but Mitigable)

6.4.4.2.5: Have the potential to degrade the quality of the environment, substantially eliminate important examples of the major periods of California history or prehistory. (Class II – Significant but Mitigable)

Impact Analysis

The project proposes the adoption of the *Uptown/Town Centre Specific Plan.* Approval of a general plan amendment to the Land Use Element and Parks and Recreation Element and approval of a zoning code amendment are proposed to create consistency between the *Uptown/Town Centre Specific Plan* and the City's general plan and Municipal Code. Therefore, while some development proposals are conceptually presented in the specific plan, no specific development proposals are proposed at this time and analyzed at the project level in this program EIR. (More information regarding this issue is provided in **Section 2.0, Introduction, subsection 2.3, Legal Authority**.) Project-level review will be required for individual specific plan developments proposals.

Table 6.4-1, **Potential Impacts to Historic Resources**, summarizes the projects proposed sitewide and within individual neighborhoods, indicates if there is a potential for impacts, and indicates the potential for the impacts to be mitigated to a level that is less that significant. While the specific plan envisions the creation of individual neighborhoods, and because the project is the adoption of general plan amendments and a zoning code amendment, actions that would be permitted by the specific plan, if adopted, can be generally can be generally categorized as follows: redesignation of properties for different land uses; redefinition of density limits; and new construction, either requiring demolition of an existing building or construction adjacent to an existing building. An analysis of the potential for impacts based upon these general categories is provided below.

Redesignating properties for different land uses, redefining the density limits, or introducing new uses could allow for a project to be proposed that would demolish cultural resources and/or develop incompatible new construction adjacent to existing cultural resources, as well as contributors to an identified historic district. The demolition of a cultural resource cannot be mitigated; therefore, site-specific environmental review would be required in order to examine alternatives. Regarding new construction, the specific plan would utilize form-based code, which is intended to encourage development that is compatible with the existing built environment. However, where new construction is adjacent to an existing cultural resource, individual projects proposed after implementation of the proposed specific plan would be required to be reviewed for consistency with the *Secretary's Standards*. Projects consistent with the *Standards* are generally considered to avoid significant impacts. As stated above, project-level review would be required for individual specific plan developments proposals.

The specific plan proposes several individual projects with sufficient detail to allow for a more definitive assessment of potential impacts to cultural resources. Proposed activities at the City Park, the Paso Robles Event Center and Pioneer Park, and the Paso Robles Mineral Hot Springs will require project-level environmental review to determine potential impacts and appropriate mitigation with more specificity.

City Park

- Tailor Paso Robles City Park to better accommodate a wide variety of performances, events and activities.

City Park is the only public open space in Downtown. Occupying two city blocks, it accommodates informal activities such as picnicking, playing, and strolling as well as organized events such as farmers' markets and festivals. The existing design consists of a formal arrangement of walkways that wrap around the perimeter and crisscross the park. Nestled within the park is the Carnegie Library Building, a neoclassical brick and stone building surrounded by large native oak trees that serves as a terminus for Park Street. Other features of the park include a small playground, a restroom building, several picnic tables, horseshoe pits, a barbecue area, a gazebo/bandstand, a raised planter which bisects the park, a fountain, and scattered benches and picnic tables. Not all of these features are historic or original to the park.

The specific plan proposes to add a new trellis along 11th Street, connecting the library to two new restroom and/or storage buildings at each end of the trellis; introduce a series of formal gardens, a children's playground, and a formal lawn to occupy the area on the north side of the trellis; replace the raised planter and fountain that currently bisect the park with a new grand plaza, which could accommodate a second performance area, permanent stage or new fountain; incorporate public art celebrating Paso Robles' unique and diverse history; and add coordinated benches, lighting, and signage.

The project would retain the existing bandstand, as well as open lawns and shade trees in the remainder of the park.

Adoption of the specific plan could allow for projects to be proposed that could result in the demolition of or alterations to character-defining features of an identified cultural resource and/or the development of incompatible new construction adjacent to existing cultural resources. The park is a historic resource and should be treated as a historic landscape. Project-level review will be required in order to identify character-defining features, review the project for consistency with the *Secretary's Standards* with regard to cultural landscapes, and examine alternatives. Projects that are consistent with the *Standards* are generally considered to avoid significant impacts. As stated above, project-level review will be required for individual specific plan development proposals.

Paso Robles Event Center and Pioneer Park

- Revitalize the Paso Robles Event Center, Pioneer Park, and the Pioneer Park historical museums and organizations

The primary goals for the future development of the Paso Robles Event Center are to enable it to better function as a flexible year-round venue with a diverse array of activities everyday of the week; to create a more visible and attractive presence on Highway 101, 24th Street, and Riverside Avenue; to create a better connection with Downtown via car, bicycle, and transit; and to provide opportunities for the Event Center to expand. Proposed improvements to the City's existing Pioneer Park include constructing a new History Center at the northeast corner of 19th Street and Riverside Avenue, providing development of new buildings and gallery space, for expansion of the existing museums, visitor serving spaces and support spaces to supplement the existing museum structures.

Both the Paso Robles Event Center and Pioneer Park are identified historic resources. Adoption of the specific plan could allow for projects to be proposed that could result in the demolition of or alterations to character-defining features of these resources and/or the development of incompatible new construction adjacent to these resources. Project-level environmental review will be required in order to identify character-defining features, review the project for consistency with the *Secretary's Standards*, and to examine alternatives. Projects that are consistent with the *Standards* are generally considered to avoid significant impacts. As stated above, project-level review will be required for individual specific plan developments proposals.

Paso Robles Mineral Hot Springs

- Construct a Hot Springs Interpretive Center at the historic Hot Springs site, located at the northern end of the Specific Plan area. This site contains both natural and cultural assets. Along its western edge, the site contains a wetland, the result of stormwater discharges onto the site and, possibly, a natural spring. The Plan proposes reconstructing the historic Hot Springs Resort that previously operated on the site. Potential uses for the facility could include a resort, restaurant, artists retreat, or interpretive center. The land around it could be used to recreate historic gardens and/or provide interpretive exhibits describing native American practices and the De Anza Trail.

The Paso Robles Mineral Hot Springs (The Mudbaths) are an identified cultural resource. Adoption of the specific plan could allow for projects to be proposed that could result in the demolition of or alterations to character-defining features of the resource and/or the development of incompatible new construction adjacent to the resource. Project-level environmental review will be required in order to identify character-defining features, review the project for consistency with the *Secretary's Standards*, and to examine alternatives. Projects that are consistent with the *Standards* are generally considered to avoid significant impacts. As stated above, project-level review will be required for individual specific plan developments proposals.

Table 6.4-1
Potential Impacts to Historic Resources

Proposed Activity	Is There a Potential Impact?	Can the Potential Impact be Mitigated?
General (Sitewide)		
Redefine the density limits for those properties to be designated T-3N, T-3F, T-4N, T-4F by the Specific Plan.	Potential Impact	Yes
Amend the Zone Map to replace the existing zoning districts with the Regulating Plan.	Potential Impact	Yes
Uptown		
Redesignate properties on the west side of Vine Street, north of 24th Street and on the east side of Vine Street, between 30th and 32nd Streets.	Potential Impact	Yes
Redesignate properties along the east side of Spring Street, between 24th and 26th Streets.	No Potential Impact	N/A
Redesignate properties along Spring Street, north of 26th Street.	Potential Impact	Yes
Introduce a small-scale retail district at the corner of 34th and Spring Streets (Uptown Center).	No Potential Impact	N/A
Expand the existing aquatics complex at 28th and Vine Streets.	Potential Impact	Yes

Proposed Activity	Is There a Potential Impact?	Can the Potential Impact be Mitigated?
Develop the block bounded by Oak Street, 36th Street, Spring Street, and the 101 Freeway with an Early Childhood Learning Center.	No Potential Impact	N/A
Improve Georgia Brown Elementary School and Vine Street.	No Potential Impact	N/A
Introduce new streets to create a better connected street and block network.	Potential Impact	Yes
Introduce pedestrian improvements along Oak Street between Fein Street and 30th Street.	No Potential Impact	N/A
Introduce a pedestrian/vehicular crossing over the existing railroad tracks at 28th Street.	No Potential Impact	N/A
Midtown		
Redesignate properties on the northwest corner of 23rd and Park Streets.	Potential Impact	Yes
Redesignate properties along the Spring Street Corridor (extending one block east and west of Spring Street), between 15th and 23rd Streets.	Potential Impact	Yes
Redesignate properties along 21st Street, between Spring Street and Riverside Avenue.	No Potential Impact	N/A
Redesignate the quarter-blocks located at the southeast and southwest corners of Park and 16th Streets.	Potential Impact	Yes
Introduce a greenway along one side of Park Street between 14th and 24th Streets.	No Potential Impact	N/A
Introduce commercial and office uses along Spring Street.	Potential Impact	Yes
Introduce a commercial corridor along 24th Street that allows retail and small office uses.	Potential Impact	Yes
Introduce a park on the block surrounded by 16th Street, Vine Street, 17th Street, and Oak Street.	No Potential Impact	n/a
Downtown		
Redesignate properties west of Spring Street, between 9th and 14th Streets and along 10th, 11th, 12th, and 13th Street corridors.	Potential Impact	Yes
At key locations introduce lined parking garages.	Potential Impact	Yes
Expand the existing retail district northward to 16th Street and southward along Pine Street to the train station.	Potential Impact	Yes
Transform Railroad Street between 12th and 14th Streets into a more pedestrian-friendly street.	No Potential Impact	N/A
Introduce a pedestrian bridge between 10th Street and 14th Street that crosses the 101 Freeway.	No Potential Impact	N/A

Proposed Activity	Is There a Potential Impact?	Can the Potential Impact be Mitigated?
Support establishments such as "Studios on the Park," a project that will introduce a working artist studio into the heart of Downtown.	No Potential Impact	N/A
Infill existing parking lots with mixed-use buildings.	Potential Impact	Yes
Introduce selective infill on properties not currently occupied by buildings of historical significance.	Potential Impact	Yes
Tailor Paso Robles City Park to better accommodate a wide variety of performances, events and activities.	Potential Impact	Yes (Project-Level Review)
Riverside Corridor		
Redesignate properties on the west side of the railroad, between 24th and 28th Street.	No Potential Impact	N/A
Redesignate properties along 21st Street, between Spring Street and Riverside Avenue.	Potential Impact	Yes
Redesignate properties between 7th and 10th Streets and between Pine Street and the railroad.	Potential Impact	Yes
Revitalize the Paso Robles Event Center, Pioneer Park, and the Pioneer Park historical museums and organizations.	Potential Impact	Yes (Project-Level Review)
Introduce retail and other related uses in the Farmers Alliance Building as well as the addition of new commercial buildings on the site.	Potential Impact	Yes
Introduce a pedestrian bridge from the Farmers' Alliance building, across the railroad tracks, to the proposed City Hall building.	Potential Impact	Yes
Transform Riverside Avenue into a bicycle-friendly boulevard.	No Potential Impact	N/A
Extend Riverside Avenue north to pass under the 101 Freeway to reach the Hot Springs property.	No Potential Impact	N/A
South of Downtown		
Redesignate properties between 7th and 10th Streets and between Pine Street and the railroad.	Potential Impact	Yes
Redesignate properties located east of Spring Street, between 1st and 4th Streets.	No Potential Impact	N/A
Redesignate property located west of Spring Street, between 1st and 2nd Streets.	Potential Impact	Yes
Redesignate property located at the southeast corner of Oak and 8th Streets.	Potential Impact	Yes
Consider transforming Robbins Field into a performance venue or a Civic Park.	No Potential Impact	N/A

Proposed Activity	Is There a Potential Impact?	Can the Potential Impact be Mitigated?
Extend 4th Street beneath the railroad tracks to Riverside Avenue. In conjunction with this or as a separate project, Pine Street may be repositioned to the west to align with the center of Robbins Field.	No Potential Impact	N/A
Introduce a pedestrian bridge across the railroad tracks between the new City Hall building and the historic Farmers' Alliance building.	Potential Impact	Yes
Provide a new north frontage for the existing Post Office building.	No Potential Impact	N/A
South of Downtown (continued)		
Introduce flex space along Park Street between Robbins Field and City Park.	Potential Impact	Yes
Infill vacant lots, parking lots, and properties not currently occupied by buildings of historical significance.	Potential Impact	Yes
Salinas River		
Construct a Hot Springs Interpretive Center at the historic Hot Springs site, located at the northern end of the Specific Plan area.	Potential Impact	Yes (Project-Level Review)

Source: Historic Resources Group, LLC. Cultural Resources Technical Report, Downtown, Uptown & Town Centre Specific Plan, Paso Robles, California. November 2009.

6.4.4.3 Summary of Impacts

As noted above, the proposed Uptown/Town Centre Specific Plan is designed to preserve and enhance Paso Robles' historic character. The specific plan generally maintains the City's historic street grid, and attempts to avoid demolishing existing historic structures to the extent possible.

The potential for significant impacts to cultural resources exists both at the planwide level and as a result of the development of individual projects that could be allowed with implementation of the proposed specific plan and adoption of associated new land use and zoning designations. However, these identified potential impacts to cultural resources could be mitigated by design, through the avoidance of demolition of cultural resources and/or adherence to the *Secretary's Standards* and guidelines with regard to compatible new construction. Specific development projects within the specific plan area will require project-level review to identify impacts to historic resources and to identify appropriate mitigation measures.

Table 6.4-1, above, summarizes the potential impacts identified above, as well as the potential for impacts to be mitigated. As shown in **Table 6.4-1**, with implementation of mitigation, impacts would be reduced to less than significant levels therefore, impacts would be significant but mitigable (Class II).

Mitigation Measures

The following mitigation measures shall be implemented:

6.4-5 Any proposed repair, alteration, relocation, or demolition of a historic resource as defined in the City's Historic Preservation Ordinance, shall be subject to the standards for review and approval in the City's Historic Preservation Ordinance

6.4-6 Any individual project with the potential to impact a cultural resource shall follow the *Secretary of the Interior's Standards* and have specifications for the treatment of character-defining features. The specifications should include (but are not limited to) sections for treatment of historic fabric; quality control; substitution procedures; demolition; selective removal and storage of historic materials; protection, patching, and cleaning; determination of repair options and potential replacement of severely deteriorated features. Materials conservation plans should be incorporated into the plans and specifications as necessary.

6.4-7 Original character-defining features of a cultural resource shall be retained and rehabilitated according to the *Secretary of the Interior's Standards* in order to ensure that all remaining historic fabric is appropriately treated and returned to its original appearance wherever possible. Regarding proposed activities at City Park, the Paso Robles Event Center and the Pioneer Museum, the individual components of each site shall be studied and character-defining features of each site shall be identified.

Residual Impacts

Impacts related to historical resources would be less than significant with implementation of mitigation. Therefore, impacts would be significant but mitigable (Class II).

6.4.5 CUMULATIVE IMPACTS

6.4.5.1: Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of

past projects, the effects of other current projects, and the effects of probable future projects.) (Class II – Significant but Mitigable)

Impact Analysis

Paleontological Resources

The cumulative effect of development within the City of Paso Robles could contribute to the loss of subsurface cultural resources, if these resources were not protected upon discovery. CEQA requirements for protecting paleontological resources are applicable to other development within the City. Because subsurface paleontological resources would be protected upon discovery as required by law, impacts to those resources would be reduced to less than significant levels. Paleontological resources are not known to exist within the specific plan area. Implementation of the specific plan, with incorporation of mitigation, would reduce impacts related to paleontological resources to less than significant levels. Consequently, the specific plan's contribution to any cumulative impacts would not be cumulatively considerable and, therefore, cumulative impacts would be less than significant.

Archaeological Resources

Development of other projects within the City of Paso Robles may also require grading and excavation that could potentially affect previously undiscovered archaeological resources, including human remains. The cumulative effect of this development could contribute to the loss of subsurface cultural resources, if these resources were not protected upon discovery. CEQA requirements for protecting archaeological resources are applicable to all development within Paso Robles. Because subsurface archaeological resources would be protected upon discovery as required by Public Resources Code Section 21083.2, impacts to those resources would likely be reduced to a less than significant level. However, all projects subject to CEQA would require approval by the City. Implementation of the specific plan, with incorporation of mitigation, would reduce impacts related to archaeological resources to less than significant levels. Consequently, the specific plan's contribution to cumulative impacts would not be cumulatively considerable and, therefore, cumulative impacts would be less than significant.

Historical Resources

Impacts upon historical resources tend to be site specific and are assessed on a site-by-site basis. Where resources in close proximity or with similar valued characteristics would be adversely affected, development within Paso Robles could represent an incremental adverse impact on historic resources. Specific projects proposed within the specific plan area would be required to undergo project-level review. Further, each related project would be required to comply with the requirements of CEQA to

assure that potential impacts are mitigated to the extent feasible. Implementation of the specific plan, with incorporation of mitigation, would reduce impacts related to historic resources to less than significant levels. Therefore, the specific plan's contribution to cumulative impacts would not be cumulatively considerable, and cumulative impacts would be less than significant.

Mitigation Measures

No additional mitigation measures are required.

Residual Impacts

Cumulative impacts related to paleontological, archaeological and historic resources would be significant but mitigable (Class II).

6.4.6 GENERAL PLAN CONSISTENCY ANALYSIS

The *City of El Paso de Robles General Plan* is the primary policy planning document that provides the framework for management and utilization of the City's physical, economic, and human resources. The specific plan is designed to meet the goals established in the City's general plan by providing a framework for future development within the specific plan planning area. **Table 6.4-2, Paso Robles Uptown/Town Centre Specific Plan General Plan Consistency Analysis,** analyzes the specific plan's consistency with the policies from the *Paso Robles General Plan* Conservation Element and Land Use Element. As shown, the specific plan would be consistent with all the general plan policies relevant to cultural resources.

Table 6.4-2
Paso Robles Uptown/Town Centre Specific Plan
General Plan Consistency Analysis

Goal/Policy	Discussion	Consistent?
Conservation Element		
Goal C-6: Cultural Resources. Strive to preserve/protect important historic and archeological resources.		
Policy C-6A: Historic Resources: Encourage the preservation and restoration of historic buildings in the downtown and the Vine Street neighborhood.	The proposed specific plan's development code provides architectural standards that preserve the visual character of the City's historic neighborhoods, including downtown and the Vine Street area. New development under the specific plan would be subject to the City's Historic District Design Guidelines.	Yes

Goal/Policy	Discussion	Consistent?
Conservation Element (continued)		
Policy C-6B: Archaeological Resources: Preserve "unique archaeological resources" as defined by CEQA.	The proposed specific plan would require each individual project to analyze potential impacts to archaeological resources prior to earthmoving activities and where necessary, hire an archaeologist to monitor earthmoving activities. If archaeological resources are found, the necessary steps would be taken to preserve and/or document the discovery in accordance with State and local regulations.	Yes
Land Use Element		
Goal LU-2: Image/Identity. Maintain/enhance the City's image/identity.		
Policy LU-2B: Visual Identity. Promote architectural and design excellence by imposing stringent design and construction standards for commercial, industrial, mixed-use, and multi-family projects.	The specific plan provides stringent architectural standards in the development code that ensure the compatibility of new development with existing uses and preserve the historical character of residential and commercial districts throughout the specific plan area.	Yes
Policy LU-2C: Local Heritage. Preserve/enhance downtown and the historic Vine Street neighborhood through adherence to established guidelines.	The Specific Plan Architectural Guidelines would ensure that future development within the City's historic neighborhoods and districts are consistent with the historical architectural context of each neighborhood.	Yes
Policy LU-2H: Downtown. Continue to revitalize the historic Downtown. Focus efforts on developing Downtown Paso Robles as the specialty retail, government, office, cultural, conference, and entertainment center of the City and North County region.	The specific plan provides for the redevelopment of the Downtown area with a mix of commercial and residential uses, and proposes new and expanded cultural facilities such as trails, parks, and museums that would enhance the City's status as a cultural center.	Yes

Goal/Policy	Discussion	Consistent?
Conservation Element (continued)		
Policy C-6B: Archaeological Resources: Preserve "unique archaeological resources" as defined by CEQA.	The proposed specific plan would require each individual project to analyze potential impacts to archaeological resources prior to earthmoving activities and where necessary, hire an archaeologist to monitor earthmoving activities. If archaeological resources are found, the necessary steps would be taken to preserve and/or document the discovery in accordance with State and local regulations.	Yes
Land Use Element		
Goal LU-2: Image/Identity. Maintain/enhance the City's image/identity.		
Policy LU-2B: Visual Identity. Promote architectural and design excellence by imposing stringent design and construction standards for commercial, industrial, mixed-use, and multi-family projects.	The specific plan provides stringent architectural standards in the development code that ensure the compatibility of new development with existing uses and preserve the historical character of residential and commercial districts throughout the specific plan area.	Yes
Policy LU-2C: Local Heritage. Preserve/enhance downtown and the historic Vine Street neighborhood through adherence to established guidelines.	The Specific Plan Architectural Guidelines would ensure that future development within the City's historic neighborhoods and districts are consistent with the historical architectural context of each neighborhood.	Yes
Policy LU-2H: Downtown. Continue to revitalize the historic Downtown. Focus efforts on developing Downtown Paso Robles as the specialty retail, government, office, cultural, conference, and entertainment center of the City and North County region.	The specific plan provides for the redevelopment of the Downtown area with a mix of commercial and residential uses, and proposes new and expanded cultural facilities such as trails, parks, and museums that would enhance the City's status as a cultural center.	Yes

6.5 GEOLOGY AND SOILS

SUMMARY

The Downtown Specific Plan / Uptown & Town Centre (Uptown & Town Centre Specific Plan) would not create any significant impacts with regards to geology and soils. While the specific plan area is subject to seismic and soils hazards, implementation would be consistent with the policies of the City of El Paso de Robles General Plan*, the Zoning Code, and the Municipal Code; therefore, potential impacts associated with geological hazards would not be significant (Class III).*

6.5.1 EXISTING CONDITIONS

6.5.1.1 Topography

The City of Paso Robles is located in the southern Salinas River Valley. The region is characterized by low rolling hills alternating with broad valleys and eroded alluvial terraces. Terraces are older valley floodplains that have remained in place as gently sloping aprons of lands. The specific plan area is located on the west side of the City and is bordered on the south and west by the rugged mountainous ridges of the Santa Lucia Coastal Range, to the east by the low hills of the La Panza and Temblor ranges, and to the north by the low hills and flat-topped mesas of the Diablo Range.[1]

6.5.1.2 Geologic and Hydrogeologic Setting

The geology of the region consists primarily of sedimentary rock. The Santa Lucia Range is composed of late Mesozoic-age Francisco-Knoxville slope sediments, and the Temblor Range is mainly Quaternary Sedimentary rock. The Salinas River Valley is underlain by deposits of non-marine sediment and alluvial deposits. The specific plan Area is underlain by later Pleistocene terrace sands and gravels. The low hills along the western edge of the specific plan area and the eastern bank of the Salinas River are underlain by the Pliocene-age Paso Robles Formation. Just west of the specific plan area, near Terrace Hill Drive, are outcrops of Monterey Shale. Refer to **Figure 6.5-1, Geologic Map,** for a map of geologic features in the study area.[2]

The primary hydrologic feature of specific plan area is the Salinas River, which crosses the specific plan area along its eastern boundary. The Salinas River originates in the La Panza Mountains south of the City and discharges approximately 130 miles to the north in Monterey Bay. The river's overall watershed

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1 Rincon Consultants, Inc., *City of Paso Robles General Plan Update EIR*, Section 4.5, "Geological Hazards," (August 2003).

2 Rincon Consultants, Inc., 2003.

encompasses approximately 4,400 square miles, approximately 390 square miles of which are located upstream from Paso Robles. Groundwater is the primary source of water supply in Paso Robles.

The City derives its water from both Salinas River underflow and a regional aquifer known as the Paso Robles Groundwater Basin (PRGB). The PRGB is defined based on geologic stratigraphy and structure. The basin sediments consist of recent-age alluvium and the Plio-Pleistocene-age Paso Robles Formation. These formations reach a maximum thickness in the basin of more than 2,500 feet. The PRGB is bounded mainly by the contact of the alluvium of the Paso Robles Formation with older geologic units. The eastern edge of the basin is a structural boundary created by the San Juan, Red Hill, and White Canyon faults. Two hydrologically distinct groundwater basins, the Cholame Basin to the northeast and the Pozo Basin to the south are a source of groundwater inflow to the PRGB. The outlet of the PRGB occurs downstream of the City of Bradley, where the basin sediments are shallow and the surface expression of the non-water-bearing units extend nearly to the Salinas River.

6.5.1.3 Seismic Setting

The City of Paso Robles is considered to be part of the Coast Range Physiographic Province. The specific plan area is exposed to seismic hazards from movement along several regional faults. The identified active fault zones in this area are the San Andreas (located 38 miles to the northeast), Rinconada (located 2 miles to the south), and the Hosgri (located 40 miles to the southwest). The location of these faults is shown on **Figure 6.5-2, Faultline Map**.[3]

Historically, most of the earthquakes detected in Paso Robles have originated from movement along the San Andreas Fault.[4] An additional fault known as the Jolon Fault transects the southwestern portion of the City, but converges with the Rinconada Fault to form one fault. Regional data regarding the activity of the Rinconada and Jolon faults indicate that these faults may have been active as recently as the late Pleistocene in the vicinity of Paso Robles, and as recently as late as Pleistocene near Santa Margarita. However, there is no evidence that either fault has moved during the Holocene (last 11,000 years, approximately).[5] It is estimated that the Rinconada Fault may be capable of producing a maximum credible earthquake (MCE) of 7.0. Neither fault is active with respect to fault rupture.[6]

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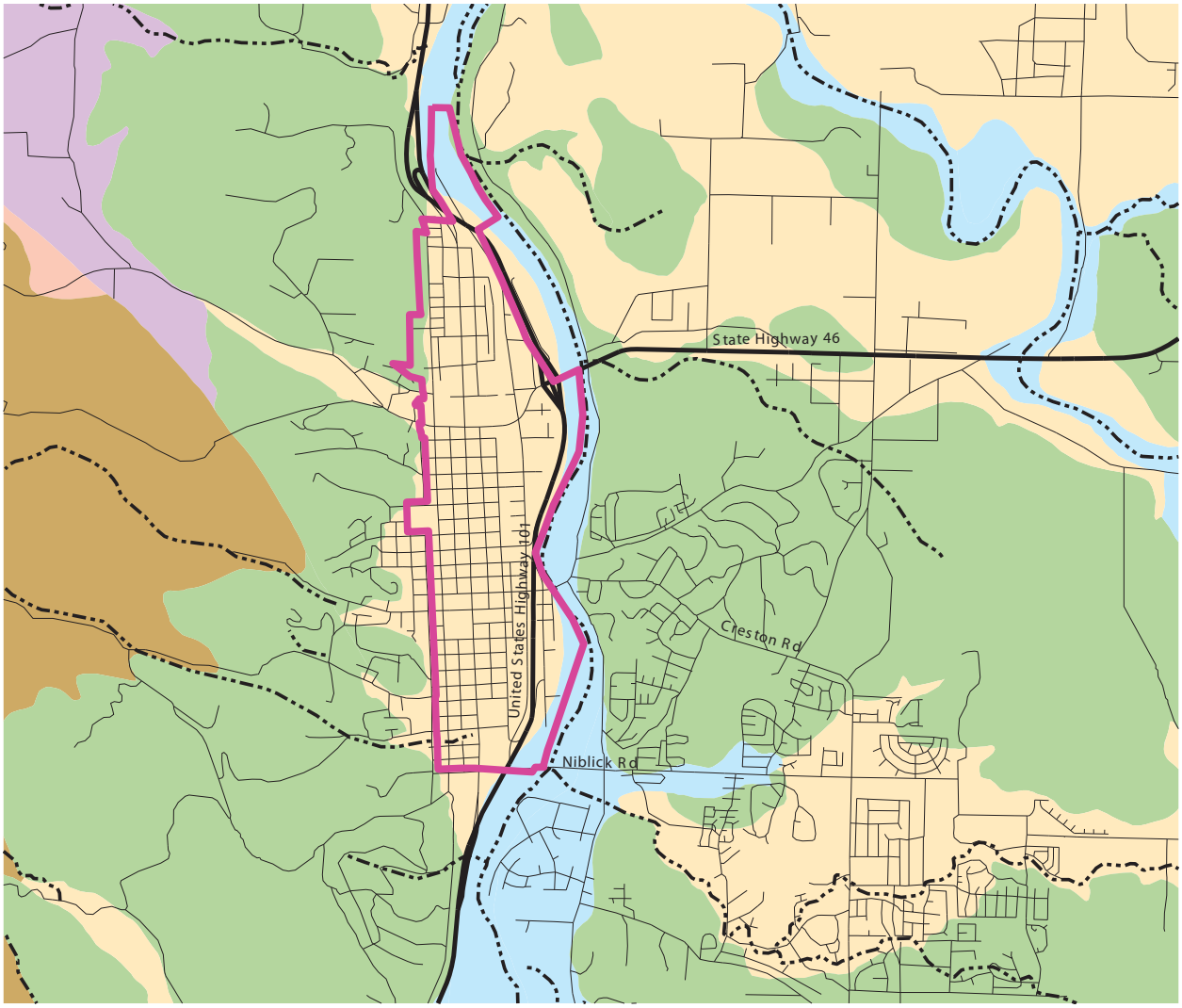
3 Rincon Consultants, Inc., *City of Paso Robles General Plan Update EIR*, (2003).

4 Rincon Consultants, Inc., *City of Paso Robles General Plan Update EIR*, (2003).

5 Rincon Consultants, Inc., *City of Paso Robles General Plan Update EIR*, (2003).

6 Rincon Consultants, Inc., *City of Paso Robles General Plan Update EIR*, (2003).



Legend

- Major Roads
- Roads
- Streams
- Project Boundary
- Granite and Other Crystalline Rocks
- Monterey Formation
- Paso Robles Formation
- Terrace Deposits
- Vaqueros and Tembler Formations
- Younger Alluvium

1 0.5 0 1

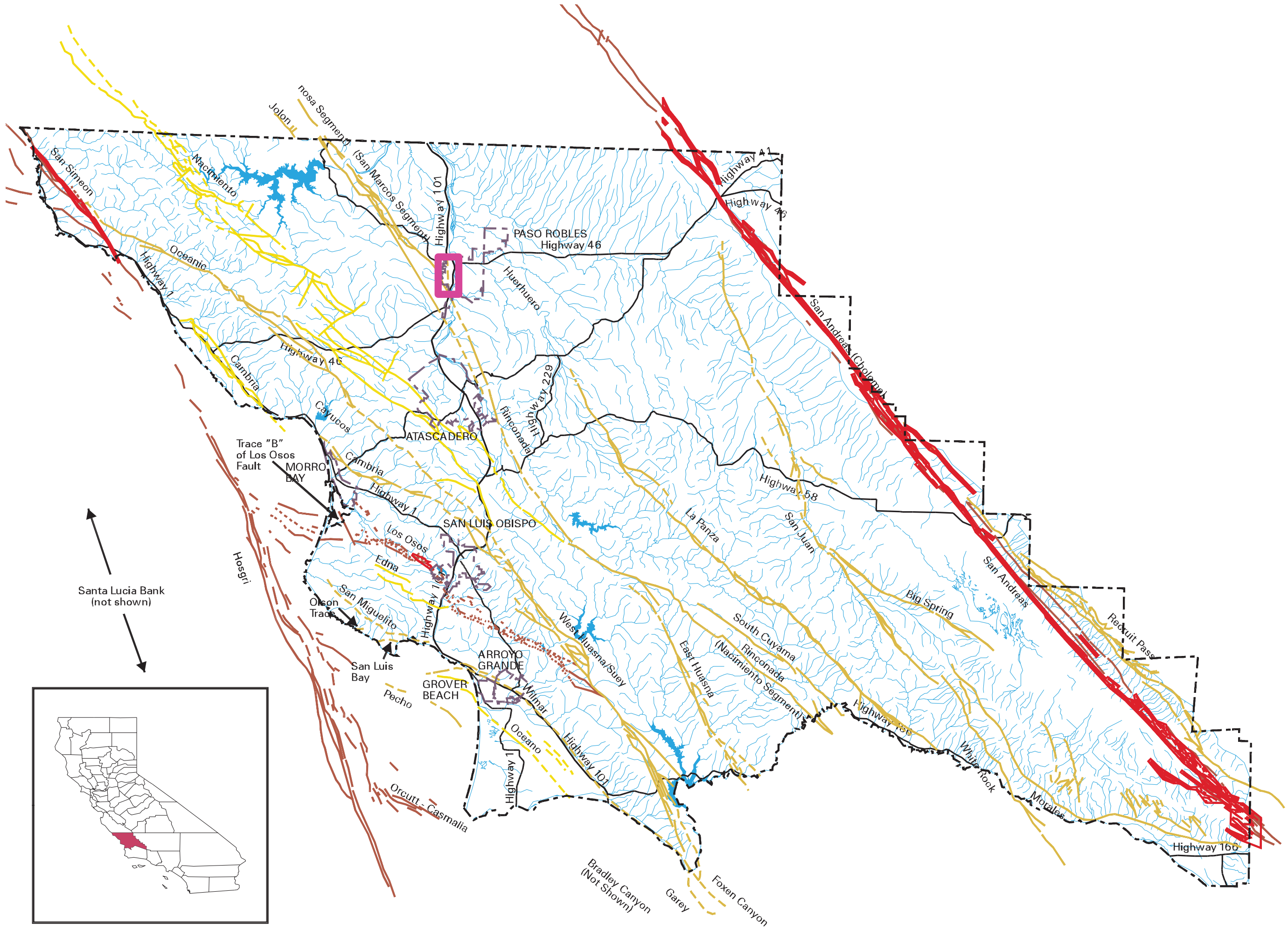
APPROXIMATE SCALE IN MILE

SOURCE: The National Resource Conservation Service – October 2009

FIGURE **6.5-1**

Geologic Map

970-002•10/09



LEGEND

- Project Area
- County Boundary
- City and District Boundaries
- Highways
- Rivers, Lakes, and Streams
- Active Faults
- Potentially Active Faults
- Inactive Faults
- CDMG Earthquake Fault Zones

Dashed where Inferred

11 5.5 0 11

APPROXIMATE SCALE IN MILE

SOURCE: San Luis Obispo County Safety Element – October 2009

FIGURE **6.5-2**

Faultline Map

970-002•10/09

6.5.1.4 Seismic Hazards

Faults generally produce damage in two ways: ground shaking and surface rupture. Seismically induced ground shaking covers a wide area and is greatly influenced by the distance of the site to the seismic source, soil conditions, and depth to groundwater. Surface rupture is limited to very near the fault. Other hazards associated with seismically induced ground shaking include earthquake-triggered landslides.[7]

Seismically Induced Ground Shaking

The U.S. Geological Survey defines active faults as those that have had surface displacement within Holocene time (about the last 11,000 years). Holocene surface displacement can be recognized by the existence of cliffs in alluvium, terraces, offset stream courses, fault troughs and aligned saddles, sag ponds, and the existence of steep mountain fronts. Potentially active faults are those that have had surface displacement during Quaternary time, within the last 1.6 million years. Inactive faults have not had surface displacement within the last 1.6 million years. The most likely active faults to seismically affect the City are "Offshore Faults," and the Rinconada, San Andreas, and Hosgri faults, as described in the paragraphs below.[8]

Offshore Faults

Often hidden and lurking beneath the ground and the ocean, offshore faults can only be studied indirectly; therefore, these faults are often not discovered or known to be active until an earthquake occurs along them. One of these offshore faults, the Hosgri Fault Zone, which is part of the San Simeon-Hosgri fault system, is represented by a series of faults that is mapped off the San Luis Obispo coast, located about 40 miles southwest of the specific plan area. The Hosgri fault zone has been interpreted to extend from the northern termination west of the southern San Simeon fault in the Cambria/Point Estero area to its southern termination offshore of Point Pedernales. This fault is believed to be capable of producing a Maximum Probable Earthquake (MPE) of 6.5 M_w.[9] A seismic event along this fault would produce an anticipated peak ground acceleration of 0.1 g to 0.2 g.[10]

The specific plan area experienced recent seismic activity from the Offshore Fault Zone, located offshore and in the Santa Lucia mountains, north of the town of Cambria and near Hearst Castle. This fault zone was the source of the magnitude-6.5 earthquake that shook the town of Paso Robles on December 22,

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7 Rincon Consultants, Inc., *City of Paso Robles General Plan Update EIR*, (2003).

8 Rincon Consultants, Inc., *City of Paso Robles General Plan Update EIR*, (2003).

9 M_w = Magnitude

10 Rincon Consultants, Inc., *City of Paso Robles General Plan Update EIR*, (2003).

2003. The San Simeon earthquake, along the Oceanic Fault Zone, was a magnitude-6.5 earthquake, located 11 kilometers northeast of San Simeon and 39 kilometers west-northwest of Paso Robles.[11]

Rinconada Fault

The only potentially active fault that traverses the City, the Rinconada Fault, is located approximately 2 miles southwest of the specific plan area. A trace of the fault is also identified as running up Spring Street and through the specific plan area, which corresponds to a line of hot springs that once existed in this area but have since been capped and buried. Large-scale strike-slip movement along the fault zone is indicated by a predominance of right-lateral displaced drainages along various segments of the fault. It is estimated that the Rinconada Fault is capable of generating an MPE of approximately 6.25 M_w. A seismic event is considered likely on this fault segment between Cholame and San Bernardino, with expected peak ground accelerations of approximately 0.4 to 0.6 g during strong ground shaking of 40 to 50 seconds.[12]

Regional data regarding the activity of the Rinconada and Jolon faults indicate that these faults may have been active as recently as the late Pleistocene in the vicinity of Paso Robles, and as recently as late as Pleistocene near Santa Margarita. However, there is no evidence that either fault has moved during the Holocene (last 11,000 years, approximately). While the Rinconada and Jolon faults are not considered active with respect to fault rupture, they may be the sites of moderate seismic activity.[13]

San Andreas Fault Zone

The San Andreas Fault Zone is the dominant active fault in California. It is located approximately 38 miles east of the specific plan area, along the eastern border of San Luis Obispo County. It is the primary surface boundary between the Pacific and the North American tectonic plate. There have been numerous historic earthquakes along the San Andreas Fault. Magnitudes as high as 6.5 have been recorded twice in the past from movement along the San Andreas. This fault is capable of producing an MPE of 8.0 M_w.[14]

Seismic Risk and Ground Acceleration

In the specific plan area, the Rinconada Fault and San Andreas Fault are identified as the primary sources of potential ground shaking. Ground shaking at a given site is a function of geologic composition of

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11 Rincon Consultants, Inc., *City of Paso Robles General Plan Update EIR*, (2003).

12 Rincon Consultants, Inc., *City of Paso Robles General Plan Update EIR*, (2003).

13 Rincon Consultants, Inc., *City of Paso Robles General Plan Update EIR*, (2003).

14 Rincon Consultants, Inc., *City of Paso Robles General Plan Update EIR*, (2003).

underlying formations. A magnitude-7.5 earthquake on the Rinconada Fault would produce a maximum ground acceleration of 0.4 to 0.6 g in the City. A magnitude-8.25 earthquake on the San Andreas Fault would produce a maximum ground acceleration of 0.2 to 0.3 g and a 30- to 50-second duration of strong shaking in the specific plan area. Ground shaking from earthquakes expected on the Nacimiento Fault would be less severe than those expected from the San Andreas Fault.

Major faults in the vicinity of the project area are listed in **Table 6.5-1, Estimated Maximum Credible Earthquake Events,** along with the magnitude that these faults may generate in the City.[15]

Table 6.5-1
Estimated Maximum Credible Earthquake Events

Fault Zone	Approximate Distance (miles)[1]	Maximum Earthquake (M_w)	Maximum Probable Earthquake (M_w)	Anticipated Acceleration Range (g)
San Andreas	38	8.25	8.0	0.2–0.3
Hosgri	40	7.5	6.5	0.1–0.2
Rinconada	2	7.5	6.25	0.4–0.6
Blind Thrust Black Mountain	23	7.5	5.75	0.2–0.4
La Panza	32	7.5	5.0	<0.1–0.3
Los Osos	37	7.0	5.0	<0.1–0.2

Source: Rincon Consultants, Inc., City of Paso Robles General Plan Update EIR, *Section 4.5, "Geological Hazards," August 2003.*
[1] *Measured From Spring Street and 11th Street.*

Fault Rupture

Alquist-Priolo Earthquake Fault Zones are areas within 500 feet from a known fault trace. Per the Alquist-Priolo legislation, no structure for human occupancy is permitted on the trace of an active fault. The term "structure for human occupancy" is defined as any structure used or intended for supporting or sheltering any use or occupancy, which is expected to have a human occupancy rate of more than 2,000 person-hours per year. If development is proposed within an Alquist-Priolo Zone, a geologic study must be conducted for developments of four units or more to determine the location of the fault trace. Based on the findings in the geologic study, all structures for human occupancy must be setback a minimum of 50 feet from the fault trace because, unless proven otherwise, an area within 50 feet of an

15 Rincon Consultants, Inc., *City of Paso Robles General Plan Update EIR*, (2003).

active fault is presumed to be underlain by active branches of the fault. No Alquist-Priolo Earthquake Fault Zones are located within the specific plan area.[16]

The faults that traverse the City, the Rinconada and Jolon Faults, are considered potentially active with respect to groundshaking.[17] The Offshore Fault is seismically active, but available marine geophysical data indicate that future surface rupture is improbable along this fault.[18] None of these faults are located within or immediately adjacent to the specific plan area.

Seismically-Induced Liquefaction

Liquefaction is a temporary, but substantial, loss of shear strength in granular solids, such as sand, silt, and gravel, usually occurring during or after a major earthquake. This occurs when the shock waves from an earthquake of sufficient magnitude and duration compact and decrease the volume of the soil; if drainage cannot occur, this reduction in soil volume will increase the pressure exerted on the water contained in the soil, forcing it upward to the ground surface. This process can transform stable granular material into a fluid-like state. The potential for liquefaction to occur is greatest in areas with loose, granular, low-density soil, where the water table is within the upper 40 to 50 feet of the ground surface. Liquefaction can result in slope and/or foundation failure.[19]

Figure 6.5-3, Liquefaction Risk Map, shows the liquefaction risk for the specific plan area and surrounding areas. Soil and groundwater conditions that present high liquefaction risk within the specific plan area occur along the Salinas River, while the remaining portions of the specific plan area are located on soils that have a moderate liquefaction potential.

6.5.1.5 Soil Related Hazards

Soil-related hazards include expansive soils, settlement, subsidence, and hydrocompaction.[20] Soil types in the specific plan area are shown in **Figure 6.5-4, Soils Map,** and are listed in **Table 6.5-2, Specific Plan Area Soil Types**. The specific plan area is mostly developed with urban uses. Bare soils within the specific plan area exist where there are vacant lots and along and within the Salinas River channel.

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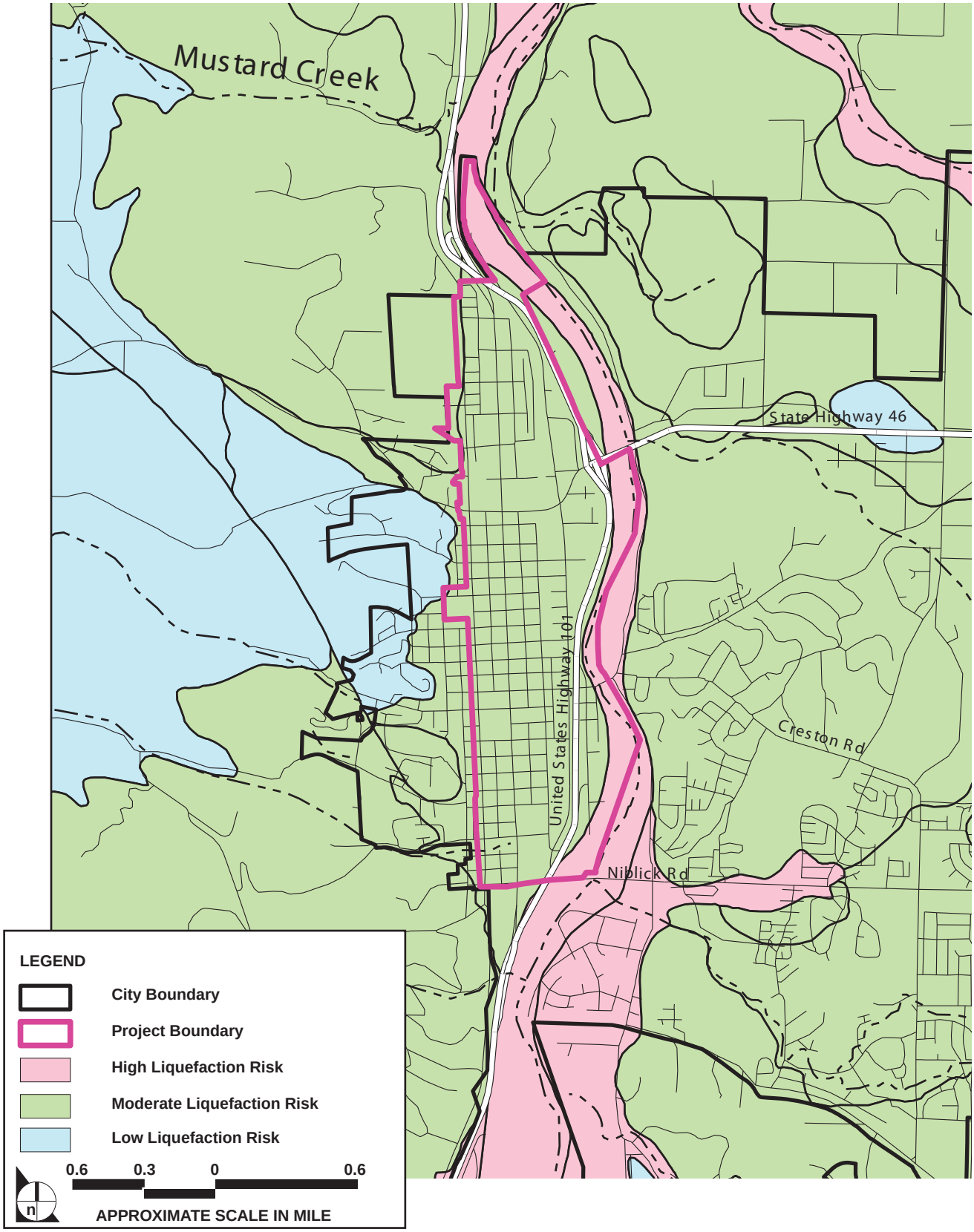
16 Rincon Consultants, Inc., *City of Paso Robles General Plan Update EIR*, (2003).

17 Rincon Consultants, Inc., *City of Paso Robles General Plan Update EIR*, (2003).

18 Rincon Consultants, Inc., *City of Paso Robles General Plan Update EIR*, (2003).

19 Rincon Consultants, Inc., *City of Paso Robles General Plan Update EIR*, (2003).

20 Rincon Consultants, Inc., *City of Paso Robles General Plan Update EIR*, (2003).



SOURCE: National Resource Conservation Service Soil Survey Division (SSURGO) – October 2009

FIGURE **6.5-3**

Liquefaction Risk Map

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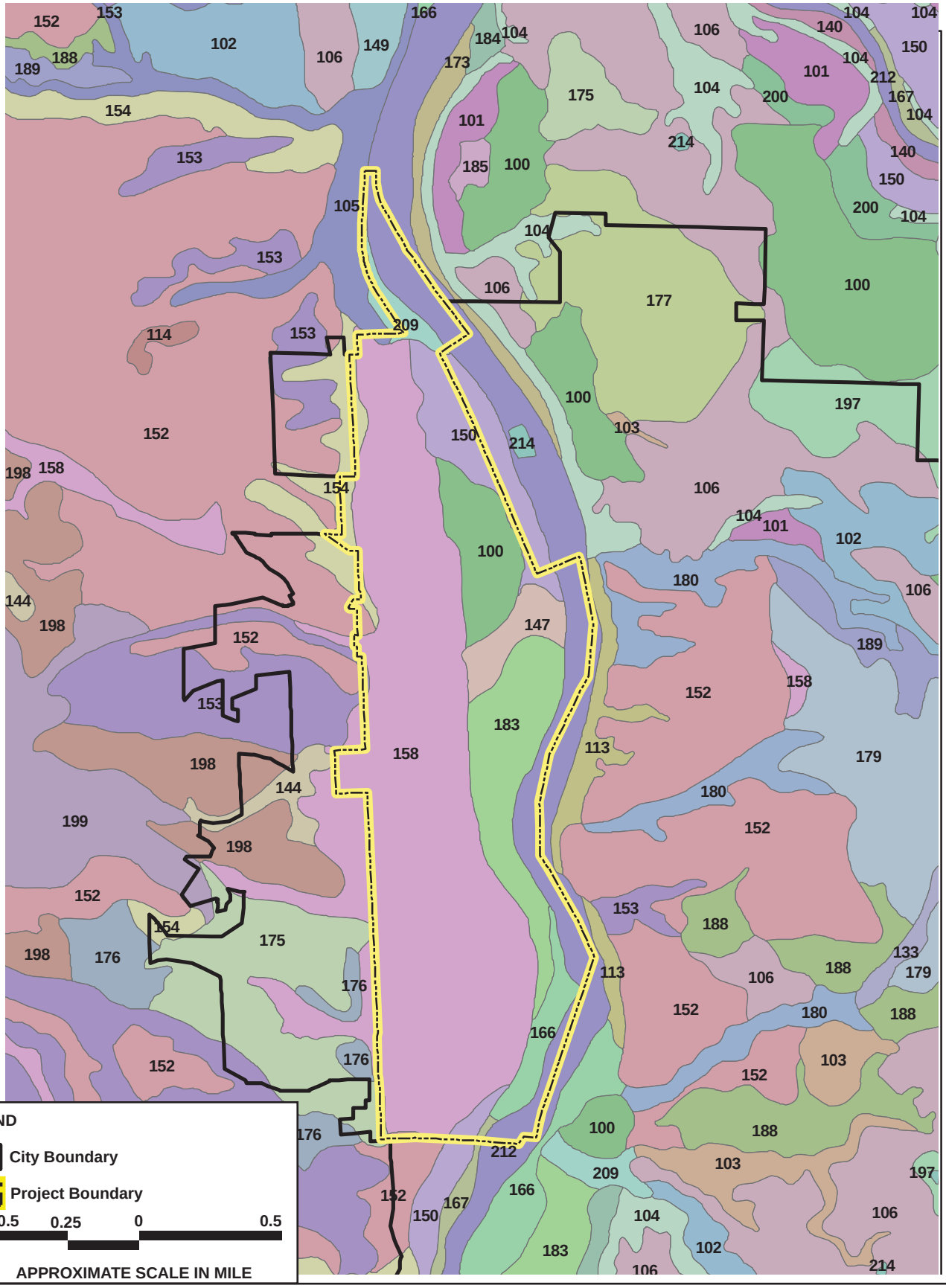

SOURCE: National Resource Conservation Service Soil Survey Division (SSURGO) – October 2009

FIGURE **6.5-4**

Soils Map

970-002•10/09

Table 6.5-2
Specific Plan Area Soil Types

Soil Type
Arbuckle Fine Sandy Loam, 0 to 2 percent slopes (100)
Arbuckle-Positas Complex, 50 to 75 percent slopes (105)
Hanford and Greenfield Soils, 0 to 2 percent slopes (147)
Hanford and Greenfield Gravelly Sandy Loams, 2 to 9 percent slopes (150)
Lockwood Shaly Loam, 2 to 9 percent slopes (158)
Metz Loamy Sand, 0 to 5 percent slopes (166)
Metz-Tujunga Complex, occasionally flooded, 0 to 2 percent slopes (167)
Pico Fine Sandy Loam, 0 to 2 percent slopes (183)
Still Clay Loam, 2 to 9 percent slopes (209)
Xerofluvents-Riverwash Association (212)

Note:
Numbers in parenthesis following the soil type relate to numbers on the map.
Source: Rincon Consultants, Inc., City of Paso Robles General Plan Update EIR, Section 4.5, Geological Hazards, August 2003.

Expansive Soil

Expansive soils expand when wet and are easily recognized by large surface cracks that form when they are dry and contracted. Expansive soils can cause damage to structure foundations. Paso Robles is located in an area of moderately expansive soils. Construction in areas of expansive soils may require major sub-excavation and replacement of existing materials with more stable soils.[21]

Figure 6.5-5, Expansive Soils Map, shows the expansive soil potential within the specific plan area. As shown, the specific plan area is primarily covered in soils that have a moderate expansion potential. These soils dominate the Uptown, Midtown, Downtown, and South of Downtown areas. Soils with low expansive potential are located primarily within the Salinas River and the Riverside Corridor. High-potential expansive soils are located only within the northernmost portion of the Uptown area and are primarily limited to areas proposed as open space.

Settlement

Settlement is the downward movement of the land surface resulting from the compression of void space in underlying soils. This compression can occur naturally with the accumulation of sediments over

21 Rincon Consultants, Inc., *City of Paso Robles General Plan Update EIR*, (2003).

porous alluvial soils within river valleys. Settlement can also result from human activities, including improperly placed artificial fill, and structures built on soils or bedrock materials with differential settlement rates. This phenomenon can alter local drainage patterns and result in structural damage.[22]

The portions of the specific plan area that are susceptible to settlement are limited primarily to those underlain by relatively thick sections of loose, recent alluvium such as that found in the channel of the Salinas River corridor.[23]

Subsidence

Subsidence is the sinking of the ground surface caused by compression or collapse of earth materials. Subsidence can be caused by groundwater extraction or seismically induced liquefaction. Groundwater-withdrawal subsidence results from the extraction of groundwater from an unconsolidated aquifer.

The potential for subsidence within the specific plan area is generally moderate, although areas of high potential are scattered throughout the project site, and are largely due to site-specific causes. Generally, soils with the greatest subsidence potential are located in the eastern portions of the specific plan area near the Salinas River. Much of the area with high potential for subsidence is proposed for open space uses. The northern portion of the Uptown area has the largest area of soils with high subsidence potential.

6.5.1.6 Geologic Hazards

Landslides

Geologic, topographic, and climatic factors generally determine the occurrence of landslides. Landslides can be traced to the nature of the parent rock and the natural processes affecting it. Landslides can occur in formations with the following structural characteristics: fractured angular rock in fault zones; weak bedding or bed joints and cleavage plains; massive beds overlying weak materials and alterations; and permeable beds, such as sandstones.[24]

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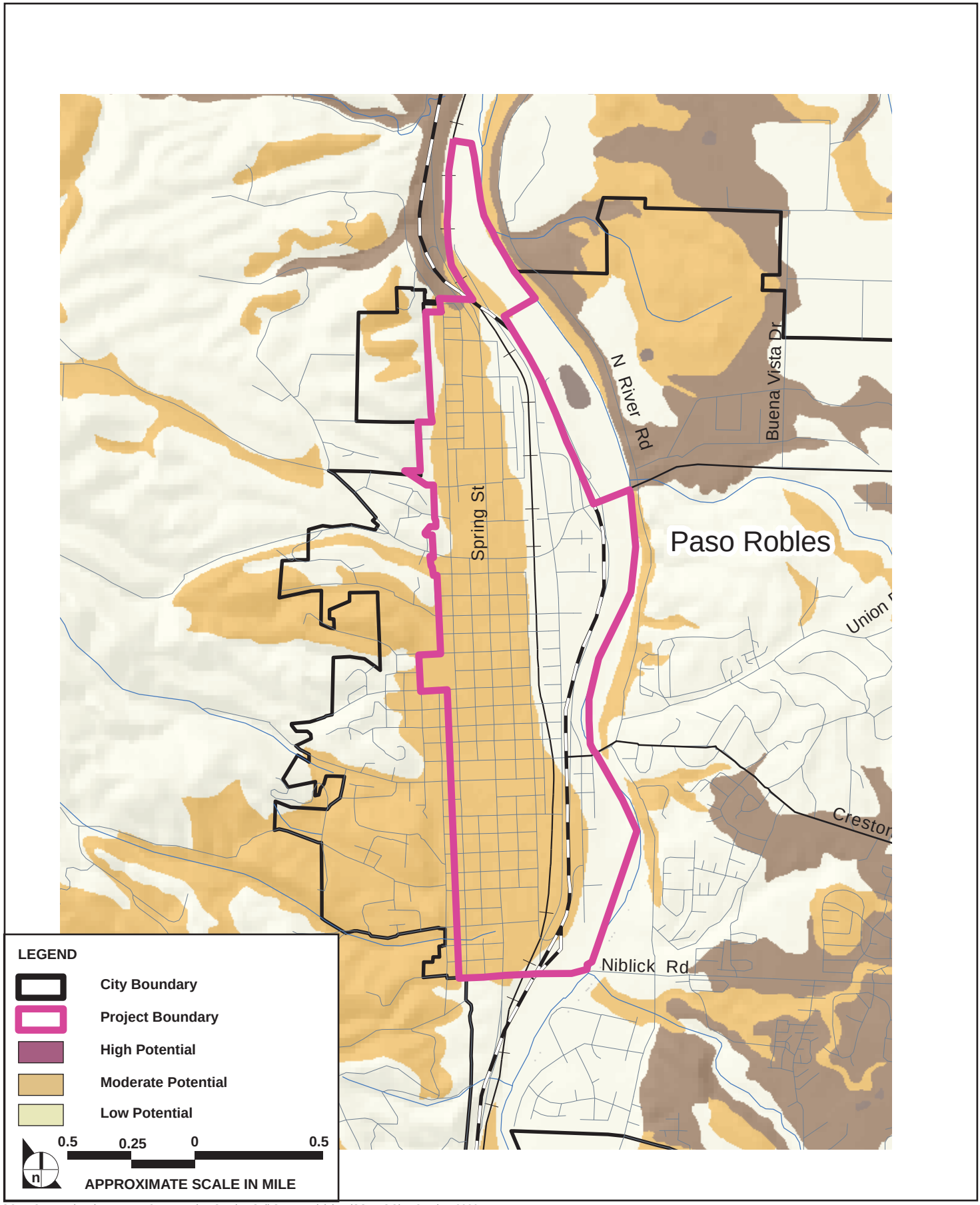
22 Rincon Consultants, Inc., *City of Paso Robles General Plan Update EIR*, (2003).

23 Rincon Consultants, Inc., *City of Paso Robles General Plan Update EIR*, (2003).

24 Rincon Consultants, Inc., *City of Paso Robles General Plan Update EIR*, (2003).



SOURCE: National Resource Conservation Service Soil Survey Division (SSURGO) – October 2009

FIGURE **6.5-5**

Expansive Soils Map

970-002•10/09

In general, young sedimentary and poorly consolidated rocks of Pleistocene and Pliocene age in upslope areas are more susceptible to erosion and landsliding than older igneous and sedimentary rocks. Accordingly, the low hills east and west of the Salinas River, which are underlain by Pliocene and Pleistocene sands and gravels of the Paso Robles Formation, are susceptible to potential landslides. The weak sandstones and shale of the Monterey Formation, which outcrop in the steep elevations west of the City, are subject to the greatest landslide potential.[25] As shown in **Figure 6.5-1, Geologic Map,** neither of these formations exists within the specific plan area.

Figure 6.5-6, Landslide Hazard Map, shows the potential for landslide hazards to occur within the specific plan area. As shown, the specific plan is located in an area that has moderate potential for landslides. Areas of high landslide potential are limited to a narrow strip of land located along the western edge of the Uptown area associated with the increased slope in that area. No areas of very high landslide potential exist within the specific plan area.

Erosion

Soil erosion can be caused by natural occurrences such as wildfires, landslides, and stormwater runoff. In addition, vegetation removal, grading for construction, improper agricultural or grazing practices, and off-roam vehicle traffic are major causes of erosion. **Figure 6.5-7, Erosion Potential,** shows the potential for erosion within the specific plan area. Soils in the specific plan area are primarily classified as having moderate susceptibility to erosion. In the low-lying areas along the eastern edge of the specific plan area along the Salinas River, erodability is attributed to river scouring and potential flooding.

Seiche

Seiches are earthquake-generated waves within enclosed or restricted bodies of water. However, because no sizable lakes or reservoirs are present in the City, there are no seiche hazards in the specific plan area.[26]

6.5.2 REGULATORY FRAMEWORK

6.5.2.1 Federal

National Pollution Discharge Elimination System

Since the project site is over 1 acre in size, a General Permit for Discharges of Storm Water Associated with Construction Activity (General Construction Permit) is required by the Regional Water Quality

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25 Rincon Consultants, Inc., *City of Paso Robles General Plan Update EIR*, (2003).

26 Rincon Consultants, Inc., *City of Paso Robles General Plan Update EIR*, (2003), 4.5-10.

Control Board (RWQCB), as part of the National Pollution Discharge Elimination System (NPDES). The permit requires the project applicant to prepare and submit a Storm Water Pollution Prevention Plan (SWPPP), to be administered to control erosion and the discharge of other pollutants into the storm water system during construction of the project. The SWPPP must list best management practices (BMPs) that the project applicant will use to protect stormwater runoff.

6.5.2.2 State

Seismic Hazards Mapping Act

Under the Seismic Hazards Mapping Act,[27] the State Geologist is responsible for identifying and mapping seismic hazards zones as part of the California Geologic Survey (CGS). The CGS provides zoning maps of non-surface rupture earthquake hazards (including liquefaction and seismically induced landslides) to local governments for planning purposes. These maps are intended to protect the public from the risks associated with strong ground shaking, liquefaction, landslides or other ground failure, and other hazards caused by earthquakes. For projects within seismic hazard zones, the Seismic Hazards Mapping Act requires developers to conduct geological investigations and incorporate appropriate mitigation measures into project designs before building permits are issued.

Alquist-Priolo Earthquake Fault Zones

The purpose of Alquist-Priolo Earthquake Fault Zoning Act[28] (formerly called the Alquist-Priolo Special Studies Zones Act) is to prohibit the location of most structures for human occupancy across the traces of active faults and to mitigate the hazard of fault rupture. The act has been amended 10 times. Under the act, the State Geologist is required to delineate earthquake fault zones (EFZs) along known active faults in California. Cities and counties affected by the zones must regulate certain development projects within the zones. They must withhold development permits for sites within the zones until geologic investigations demonstrate that the sites are not threatened by surface displacement from future faulting. No EFZs are located within the specific plan area.[29]

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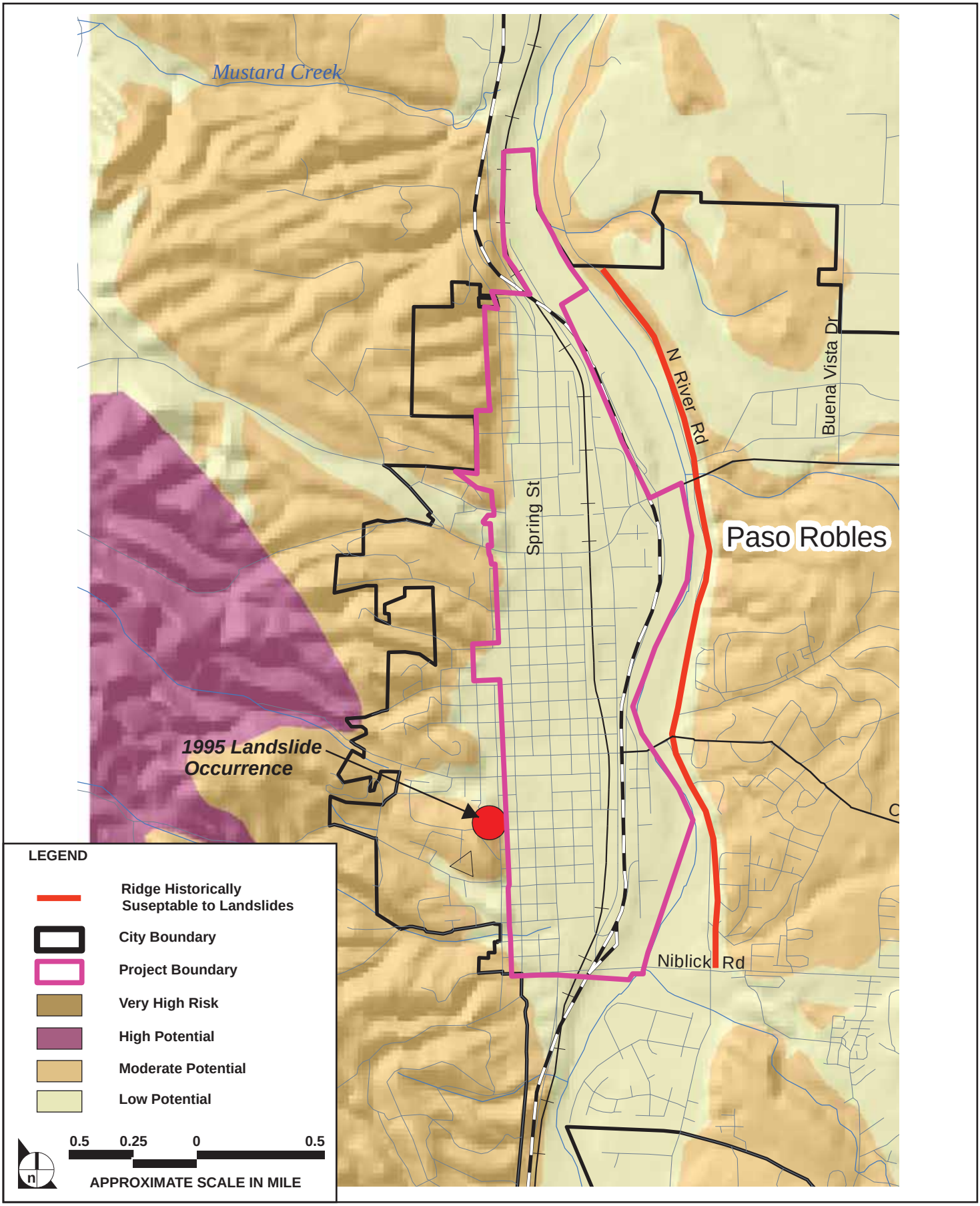
27 California Public Resources Code, Article 10, Seismic Hazards Mapping. Updated May 2003.

28 California Public Resources Code, Chapter 7.5, Earthquake Fault Zone, Alquist-Priolo Earthquake Fault Zoning Act.

29 Rincon Consultants, Inc., 2003.

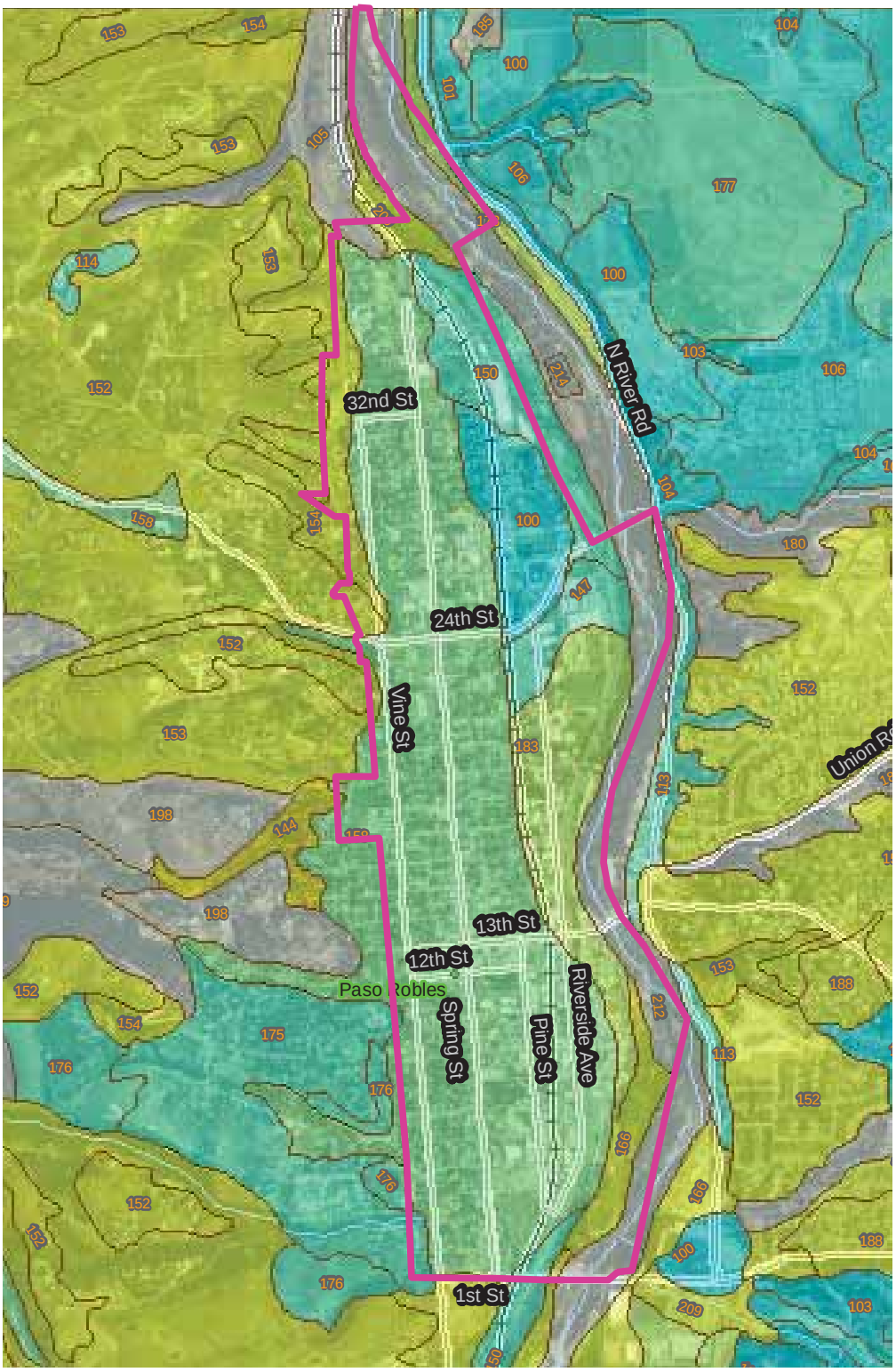


SOURCE: City of Paso Robles, County of San Luis Obispo – October 2009

FIGURE **6.5-6**

Landslide Hazard Map

970-002•02/10



LEGEND

Area of Interest (AOI)

- Area of Interest (AOI)

Soils

- Soil Map Units

Erosion Potential

- .02
- .05
- .10
- .15
- .17
- .20
- .24
- .28
- .32
- .37
- .43
- .49
- .55
- .64
- Not rated or not available

Political Features

- Cities

Water Features

- Oceans
- Streams and Canals

Transportation

- Rails
- Interstate Highways
- US Routes
- Major Roads

- Project Boundary

0.4 0.2 0 0.4

APPROXIMATE SCALE IN MILE

SOURCE: Natural Resources Conservation Service - October 2009

FIGURE **6.5-7**

Erosion Potential

970-002•02/10

California Building Code

The California Building Code (CBC)[30] is administered by the California Building Standards Commission, which, by law, is responsible for adopting, approving, publishing, and implementing California's building codes and standards. The purpose of the CBC is to establish minimum standards for safeguarding public health and safety through structural strength, means of egress facilities, and general stability by regulating and controlling the design, construction, quality of materials, use and occupancy, location, and maintenance of all building and structures within its jurisdiction.

The California Building Standards Code[31] is based on the International Building Code, with the addition of necessary California amendments based on the American Society of Civil Engineers Minimum Design Standards 7-05.[32] The California Building Standards Code establishes requirements for general structural design and methods for determining earthquake loads, as well as other loads (flood, snow, wind, etc.), for inclusion in building codes. The provisions of the California Building Standards Code apply to the construction, alteration, movement, replacement, and demolition of every building or structure, and any connected appurtenances, throughout California.

Earthquake design requirements take into account the occupancy category of a structure, site class, soil classifications, and various seismic coefficients, which are used to determine the appropriate Seismic Design Category[33] for a project. The Seismic Design Category is a classification system that combines occupancy categories with the level of expected ground motions at the site; categories range from Seismic Design Category 1 (very small seismic vulnerability) to Seismic Design Category 4 (very high seismic vulnerability and near a major fault). Design specifications for the structure are then determined according to the applicable Seismic Design Category.

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30 California Code of Regulations, Title 24, Part 2, California Building Standards Code, California Building Standards Commission, 2007.

31 California Building Standards Code, 2007.

32 American Society of Civil Engineers, *Minimum Design Loads for Buildings and Other Structures, SEI/ASCE 7-05*, 2006.

33 California Building Standards Code, 2007.

6.5.2.3 Local

City of El Paso De Robles

General Plan

The City of Paso Robles regulates safety and geologic hazards through the implementation of adopted policies and programs within the *City of El Paso de Robles General Plan* Safety Element.[34] The general plan prescribes goals, policies, and action items to protect the community from risks associated with safety and geologic hazards. The Safety Element contains policy statements that serve as a framework for evaluating proposed projects in regard to their potential to effect proposed development within the City. Building plans for development in the City would be reviewed for consistency with these policies.

POLICY S-1A: Hazard Education. Continue to inform the public about hazards, hazard avoidance, and disaster response.

POLICY S-1D: Structural Safety. Rely on the City's planning and building permit review process to ensure that existing and proposed structures are adequately designed, and to reduce susceptibility to damage from fire, flooding, and geologic hazards.

Municipal Code

The Municipal Code[35] establishes a Hillside Development District which guides development within areas of the City containing steep slopes. The purpose of the Hillside Development District is to establish development standards that conserve the natural character of hillside areas, preserve and enhance the scenic amenities of the City, and minimize the environmental impact resulting from extensive grading in visually sensitive areas. The Hillside Development District is not a grading code; compliance with these hillside development standards does not in any way imply that the resultant development is safe from erosion, land slippage, or other hazards related to development on land with significant slopes, cuts, or fills. Any development in hillside areas must be performed in a manner consistent with recommendations of licensed civil engineers and subject to approval of the City Engineer.

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34 Rincon Consultants, Inc., *City of Paso de Robles General Plan 2003*, "Safety Element," S-1–S-3. Adopted December 16, 2003.

35 City of Paso Robles, Municipal Code, Title 20, Chapter 21.14.

6.5.3 THRESHOLDS OF SIGNIFICANCE

Appendix E of the *Rules and Regulations for the Implementation of the California Environmental Quality Act (CEQA)*[36] contains the Initial Study Environmental Checklist form. Issues presented in the checklist have been used as thresholds of significance in this section. Accordingly, a project may present a significant impact if it would

- expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:
  - rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault (Refer to Division of Mines and Geology Special Publication 42);
  - strong seismic ground shaking;
  - seismic-related ground failure, including liquefaction; or
  - landslides;
- result in substantial soil erosion or the loss of topsoil;
- be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in an on-site or off-site landslide, lateral spreading, subsidence, liquefaction or collapse;
- be located on expansive soil, as defined in Table 18-1-B of the California Building Code (2001), creating substantial risks to life or property; or
- have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water.

6.5.4 PROJECT IMPACTS

6.5.4.1 Proposed Specific Plan Components

Regulatory Compliance

Upon adoption, the proposed *Uptown/Town Centre Specific Plan* and its Development Code (Chapter 5 of the specific plan) will become a subpart of the Zoning Ordinance and the Municipal Code. As is the case with other provisions of the Zoning Ordinance, all other provisions of the Municipal Code continue to apply within the specific plan area except as expressly provided to the contrary in the Development

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36 City of Paso Robles, *Rules and Regulations for the Implementation of the California Environmental Quality Act*, July 2009.

Code.[37] Per the Municipal Code,[38] the CBC[39] is adopted as the standards for City of Paso Robles for regulating construction.

Building Height

Allowable building stories and height within the specific plan area would vary based on zoning. **Table 6.5-3, Maximum Stories and Height Allowed by Zone,** shows the maximum allowable building height and stories by zone (see also **Figure 3.0-5, Regulatory Plan**). Building within the specific plan area would have a maximum height of 55 feet and a maximum of four stories. This would occur within the TC-1 Town Center Zone. The TC-1 Zone is proposed primarily within the South of Downtown area but also along 24th Street in both the Midtown and Uptown areas of the specific plan.

6.5.4.2 Impact Analysis

The environmental impact analysis presented in this section is based on the results of information received in response to the Notice of Preparation (NOP), and/or other review of the project by planning staff for issues that were determined to be potentially significant, or for issues identified by reviewing agencies, organizations, or individuals commenting on the NOP that made a reasonable argument that the issue was potentially significant (see **Responses to the NOP**, **Appendix 2.0**).

Table 6.5-3
Maximum Stories and Height Allowed by Zone

Zone	Maximum Stories	Maximum Height
T3 Neighborhood Zone	2	25 ft
T3 Flex Zone	2	25 ft
T4 Neighborhood Zone	2	45 ft
T4 Flex Zone	2	45 ft
T-4 Neighborhood Center Zone	3	55 ft
TC-1 Town Center Zone	4	55 ft
TC-2 Town Center Zone	4	45 ft
RC Riverside Corridor Zone	3	45 ft

ft = feet
Source: Moule & Polyzoides Architects and Urbanists, Downtown Specific Plan / Uptown & Town Centre, Chapter 5, (2009). p 5:17-5:24.

37 Moule & Polyzoides Architects and Urbanists, *Downtown Specific Plan-Uptown & Town Centre*, (2009), Chapter 5, p. 5:1.

38 City of Paso Robles Municipal Code, Title 17, Buildings and Construction, Chapter 14.04, Section 10.

39 California Code of Regulations, Title 24, Part 2, California Building Standards Code, California Building Standards Commission, 2007.

6.5.4.2.1: Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault (Refer to Division of Mines and Geology Special Publication 42.) (Class III – Not Significant)

Impact Analysis

The specific plan area is exposed to seismic hazards from movement along several regional faults. The identified active fault zones in region are the San Andreas (located 38 miles to the northeast), Rinconada (located 2 miles to the south), and the Hosgri (located 40 miles to the southwest). The location of these faults is shown on **Figure 6.5-2, Faultline Map**.[40] As these faults are located outside the specific plan area, seismic hazards associated with them would be limited to seismic shaking and no fault ruptures would occur in the specific plan area. As noted in the specific plan, development in the specific plan area would be subject to the seismic requirements of the CBC and thus would address requirements to meet seismic conditions of each building site.

No faults are located within or adjacent to the specific plan area, and no Alquist-Priolo Earthquake Fault Zones are located within the specific plan area.[41] Additionally, the projects identified within the specific plan are not located in Alquist-Priolo Earthquake Fault Maps Zones, nor are they adjacent to existing faults. Therefore, the specific plan would result in a less than significant (Class III) impact.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would be less than significant (Class III) as related to fault rupture.

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40 Rincon Consultants, Inc., *City of Paso Robles General Plan Update EIR*, (2003).

41 Rincon Consultants, Inc., *City of Paso Robles General Plan Update EIR*, (2003).

ii. Strong seismic ground shaking. (Class III – Not Significant)

Impact Analysis

As noted above, the specific plan area is located in an area near earthquake faults and is exposed to seismic hazards from movement along several regional faults. The identified active fault zones in the region are the San Andreas (located 38 miles to the northeast), Rinconada (located 2 miles to the south), and the Hosgri (located 40 miles to the southwest).

The magnitude-6.5 San Simeon earthquake that shook the City of Paso Robles on December 22, 2003, caused damage within the specific plan area including the collapse of a multistory building in the Downtown area, resulting in the death of two people.[42] The specific plan proposes multi-story (up to five stories) buildings as detailed in **Table 6.5-3**. These buildings would be subject to seismic shaking, and the potential exists for the buildings to fail (collapse) during a seismic event. However, development within the specific plan area is subject to the Municipal Code.[43] The Municipal Code adopted the CBC as its standard for construction.[44] The CBC[45] has earthquake design requirements that take into account the occupancy category of a structure, site class, soil classifications, and various seismic coefficients, which are used to determine the appropriate Seismic Design Category[46] for a project. Design specifications for the structure are then determined according to the applicable Seismic Design Category, and would ensure that the structure were able to resist seismic shaking likely to occur within the specific plan area.

Development within the specific plan area is subject to the City's Zoning Ordinance. According to the Zoning Ordinance,[47] within the specific plan area, properties west of Vine Street and north of 21st Street are subject to the Hillside Development District, which includes portions of the Midtown and Uptown areas. Any development in hillside areas must be performed in a manner consistent with recommendations of licensed civil engineers and subject to approval of the City Engineer.[48] Compliance with the requirements of the Hillside Development District would ensure that development within this portion of the specific plan area would be able to resist seismic shaking likely to occur within this area.

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42 Rincon Consultants, Inc., *City of Paso Robles General Plan Update EIR*, (2003).

43 Moule & Polyzoides Architects and Urbanists, *Downtown Specific Plan-Uptown & Town Centre*, Chapter 5, p. 5:1

44 City of Paso Robles Municipal Code, Title 17, Buildings and Construction, Chapter 14.04, Section 10.

45 California Code of Regulations, Title 24, Part 2, California Building Standards Code, California Building Standards Commission, 2007.

46 California Building Standards Code, 2007.

47 City of Paso Robles Zoning Ordinance, Chapter 21.14A.

48 City of Paso Robles Zoning Ordinance, Chapter 21.14A.

The specific plan would be consistent with the City's general plan,[49] which contains policies intended to mitigation potential geological hazards. Specifically Policy S-1 D, which states that development, should rely on the City's planning and building permit review process to ensure that existing and proposed structures are adequately designed, and to reduce susceptibility to damage from fire, flooding, and geologic hazards.

As development within the specific plan area would be consistent with the requirements within the Municipal Code, Zoning Code, and general plan, impacts with regards to seismic shaking would be less than significant (Class III).

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts related to strong seismic ground shaking would be less than significant (Class III).

iii. Seismic-related ground failure, including liquefaction. (Class III – Not Significant)

Impact Analysis

Per the general plan EIR,[50] the specific plan area is located in an area with soil conditions that have a potential for liquefaction or other type of ground failure due to seismic events and soil conditions. Areas prone to liquefaction are located within the Salinas River District and limited portions of the Riverside Corridor that are immediately adjacent to the river, as shown in **Figure 6.5-3**. The remaining portions of the Riverside Corridor are located on soils that have moderate liquefaction potential. The Uptown, Midtown, Downtown, and South of Downtown neighborhoods are located on soils that have moderate liquefaction potential.

The general plan[51] contains policies designed to mitigate the potential impacts resulting from geological hazards including ground failure and liquefaction. Specifically Policy S-1 D, which states that development, should rely on the City's planning and building permit review process to ensure that existing and proposed structures are adequately designed, and to reduce susceptibility to damage from

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49 Rincon Consultants, Inc., *City of Paso De Robles General Plan* 2003, S-1–S-3.

50 Rincon Consultants, Inc., *City of Paso Robles General Plan Update EIR*, (2003).

51 Rincon Consultants, Inc., *City of Paso De Robles General Plan 2003*, S-2.

fire, flooding, and geologic hazards. In addition, Action Item 6 prohibits construction within seismic and geologic hazards areas, including areas of potential liquefaction without site-specific analysis of liquefaction potential.[52]

The specific plan[53] is subject to the Municipal Code, which has adopted the CBC as its standard for construction; the CBC contains appropriate design features to mitigate hazardous soil conditions that may exist.[54]

Consistency with the general plan policies and the Municipal Code would ensure that impacts related to seismic-related ground failure, including liquefaction, would be less than significant (Class III).

The specific plan proposes the Salinas River Trail System in areas that have high liquefaction potential. However, the trail system would not contain buildings or other structures meant for human occupancy. Therefore, hazards resulting from liquefaction of the trail system would be less than significant (Class III).

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts related to seismic-related ground failure, including liquefaction would be less than significant (Class III).

6.5.4.2.2: Result in substantial soil erosion or the loss of topsoil. (Class III – Not Significant)

Impact Analysis

Soils in the specific plan area are classified as having moderate to high susceptibility to erosion. In the low-lying areas of the Riverside Corridor along the Salinas River, erodability is attributed to river scouring and potential flooding. In the Uptown, Midtown, Downtown, South of Downtown, and western portions of the Riverside Corridor, exposed soils are subject to erosion from wind, rain, and human disturbance or soil and vegetation. However, the majority of the specific plan area is developed with urban or open space uses and is not susceptible to erosion. **Figure 6.5-7** shows the potential for erosion within the specific plan area. Soils there are primarily classified as having moderate susceptibility to

52 Rincon Consultants, Inc., *City of Paso De Robles General Plan 2003*, "Safety Element," (2003), S-2.

53 Moule & Polyzoides Architects and Urbanists, *Downtown Specific Plan-Uptown & Town Centre*, Chapter 5, p. 5:1

54 City of Paso Robles Municipal Code, Title 17, Buildings and Construction, Chapter 14.04, Section 10.

erosion. In the low-lying areas along the eastern edge of the specific plan area along the Salinas River, erodability is attributed to river scouring and potential flooding. The specific plan proposes a Salinas River Trail System along this portion of the specific plan area. As part of the trail system, a native habitat restoration program would be implemented to restore impacted areas of the Salina River to its native state.[55] Restoration of native specific would help to stabilize the banks of the Salinas River and reduce erosion from river scouring and potential flooding.

For projects over 1 acre in size, a General Permit for Discharges of Storm Water Associated with Construction Activity (General Construction Permit) is required by the Regional Water Quality Control Board (RWQCB), as part of NPDES. The permit requires the project applicant to prepare and submit an SWPPP to be administered to control erosion and the discharge of other pollutants into the storm water system during construction of the project. The SWPPP must list BMPs that the project applicant will use to protect storm water runoff. The SWPPP would ensure that erosion during the construction phase of projects is minimized.

Due to the developed urban nature of the specific plan area and erosion control requirements as part of the NPDES permit, potential for erosion within the specific plan area would be minimal and impacts would be less than significant (Class III).

Mitigation Measures

No mitigation measures required or recommended.

Residual Impacts

Impacts related to erosion or loss of topsoil would be less than significant (Class III).

6.5.4.2.3: Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse. (Class III - Not Significant)

Impact Analysis

Per the general plan EIR,[56] the specific plan area is located in an area with soil conditions that have a potential for liquefaction or other type of ground failure due to seismic events and soil conditions.

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55 Moule & Polyzoides Architects and Urbanists, *Downtown Specific Plan-Uptown & Town Centre*, Chapter 2, p. 2:22.

56 Rincon Consultants, Inc., *City of Paso Robles General Plan Update EIR*, (2003).

Figure 6.5-3 shows the liquefaction risk for the specific plan area and surrounding areas. Soil and groundwater conditions that present high liquefaction risk within the specific plan area occur along the Salinas River, while the remaining portions of the specific plan area are located on soils that have a moderate liquefaction potential. To more accurately determine the potential for liquefaction, site-specific geologic studies are required. New development within these areas could be subject to liquefaction hazards. Current structural engineering methods for foundation design in areas prone to liquefaction exist, and these methods would be implemented on a project-by-project basis and would thus mitigate liquefaction impacts to less than significant.

The potential for subsidence within the specific plan area is generally moderate; although, areas of high potential are scattered throughout the project site, and are largely due to site-specific causes. The northern portion of the Uptown area has the largest area of soils with high subsidence potential. The subsidance characteristics of soils can vary widely within short distances, depending on the subsurface soil conditions; therefore, site-specific investigations as part of the City's review process are required to assess the shrink-swell characteristics of soils.

In general, young sedimentary and poorly consolidated rocks of Pleistocene and Pliocene age in upslope areas are more susceptible to landsliding than older igneous and sedimentary rocks. Accordingly, the low hills west of the Salinas River, which are underlain by sands and gravels of the Paso Robles Formation, are susceptible to potential landslides. The weak sandstones and shale of the Monterey Formation, which outcrop in the steep elevations west of the City, are subject to the greatest landslide potential.[57] As shown in **Figure 6.5-1,** neither formation exists within the specific plan area. **Figure 6.5-6** shows the potential for landslide hazards to occur within the specific plan area. As shown, the specific plan is located in an area that has moderate potential for landslides. Areas of high landslide potential are limited to a narrow strip of land located along the western edge of the Uptown area west of Vine Street associated with the increased slope in that area. As shown in **Figure 6.5-6,** no area of very high landslide potential exists within the specific plan area. Impacts would be less than significant.

Portions of the specific plan area that are susceptible to settlement are limited primarily to those underlain by relatively thick sections of loose, recent alluvium such as that found in the channel of the Salinas River. Under the specific plan, the Salinas River would remain as open space, and would therefore not contain any development that could be impacted by subsidence.[58] Impacts would be less than significant.

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57 Rincon Consultants, Inc., *City of Paso Robles General Plan Update EIR*, (2003).

58 Rincon Consultants, Inc., *City of Paso Robles General Plan Update EIR*, (2003).

Development within the specific plan area is subject to the City's Zoning Ordinance. According to the Zoning Ordinance,[59] properties west of Vine Street and north of 21st Street are subject to the Hillside Development District. This includes areas of the Uptown and Downtown areas. Any development in hillside areas must be performed in a manner consistent with recommendations of licensed civil engineers and subject to approval of the city engineer.[60] Compliance with the requirements of the Hillside Development District would ensure that development within this portion of the specific plan area would be designed to minimize landslide potential to a less than significant level.

The general plan[61] contains policies designed to mitigate the potential impacts resulting from geological hazards including ground failure and liquefaction. Specifically Policy S-1 D, which states that development, should rely on the City's planning and building permit review process to ensure that existing and proposed structures are adequately designed, and to reduce susceptibility to damage from fire, flooding, and geologic hazards. In addition, Action Item 6 prohibits construction within seismic and geologic hazards areas,[62] including areas in high landslide risk areas without site-specific slope stability investigations; and areas of potential liquefaction without site-specific analysis of liquefaction potential.

In addition, the specific plan[63] is subject to the Municipal Code, which has adopted the CBC as its standard for construction. The CBC contains appropriate design features to mitigate hazardous soil conditions that may exist.[64]

Consistency with the general plan policies and the Municipal code would ensure that impacts related to seismic-related ground failure, including liquefaction, would be less than significant (Class III).

Mitigation Measures

No mitigation measures required.

Residual Impacts

Impacts related to unstable geologic units and/or soils would be less than significant (Class III).

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59 City of Paso Robles Zoning Ordinance, Chapter 21.14A.

60 City of Paso Robles Zoning Ordinance, Chapter 21.14A.

61 Rincon Consultants, Inc., *City of Paso De Robles General Plan 2003*, "Safety Element," (2003), S-2.

62 Rincon Consultants, Inc., *City of Paso De Robles General Plan 2003*, "Safety Element," (2003), S-2.

63 Moule & Polyzoides Architects and Urbanists, *Downtown Specific Plan-Uptown & Town Centre*, Chapter 5, p. 5:1

64 City of Paso Robles Municipal Code, Title 17, Buildings and Construction, Chapter 14.04, Section 10.

6.5.4.2.4: Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property. (Class III – Not Significant)

Impact Analysis

The shrink-swell characteristics of soils can vary widely within short distances, depending on the relative amount and type of clay; therefore, site-specific investigations are required to assess the soils' shrink-swell characteristics. **Figure 6.5-5,** shows the expansive soil potential within the specific plan area. As shown, the specific plan area is primarily covered in soils that have a moderate expansion potential. These soils dominate the Uptown, Midtown, Downtown, and South of Downtown areas. Soils with low expansive potential are located primarily within the Salinas River and the Riverside Corridor. High-potential expansive soils are located only within the northernmost portion of the Uptown area and are primarily limited to areas proposed as open space.

The potential for soil settlement could result in significant impacts to new development in areas containing expansive soils. Detailed geologic studies are required prior to development to evaluate the potential for geologic and soil hazards, including expansive soils, and these conditions are required to be minimized or corrected during construction. The general plan[65] contains policies designed to mitigate the potential impacts resulting from geological hazards. Specifically Policy S-1 D, which states that development, should rely on the City's planning and building permit review process to ensure that existing and proposed structures are adequately designed and to reduce susceptibility to damage from fire, flooding, and geologic hazards. Submittal of soils and geotechnical reports, which include site-specific analysis for all building permits for new construction, and the incorporation of the recommendations of said reports into the design of the project would mitigate any potential impacts resulting from expansive soils to a less than significant level (Class III).

Mitigation Measures

No mitigation measures required or recommended.

Residual Impacts

Impacts related to expansive soils would be less than significant (Class III).

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65 Rincon Consultants, Inc., *City of Paso De Robles General Plan 2003,* "Safety Element," (2003), S-2.

6.5.4.2.5: Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water. (Class III – Not Significant)

Impact Analysis

The specific plan area is served by the City's municipal sewer system. Upgrades are proposed by the specific plan to accommodate new and existing development. Septic tank systems are not proposed within the specific plan.[66] As septic tank systems are not proposed by the specific plan, therefore, impacts would be less than significant (Class III).

Mitigation Measures

No mitigation measures required or recommended.

Residual Impacts

Impacts would be less than significant (Class III).

6.5.5 CUMULATIVE IMPACTS

6.5.5.1 Does the project have impacts that are individually limited, but cumulatively considerable? (Class III – Not Significant).

Impact Analysis

Development of pending and approved projects in the greater Paso Robles area would increase development in the region. Development under the specific plan and the general plan would result in additional residents and structures that could be placed at risk. Such development would alter landforms in the City and would expose new residents and property to seismic hazards that exist in the area.

The proposed specific plan would incrementally contribute to these cumulative impacts. However, grading and seismic issues would be addressed on a case-by-case basis to mitigate impacts resulting from individual projects. Given that all individual projects would be required to adhere to seismic standards contained in the CBC, the Zoning Code, and the Municipal Code, a Class III (Not Significant) cumulative safety and geological impact is anticipated to result from the proposed specific plan in conjunction with other projects in the area.

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66 Moule & Polyzoides Architects and Urbanists, *Downtown Specific Plan-Uptown & Town Centre*, Chapter 4, Infrastructure, p. 4:20.

Mitigation Measures

No mitigation measures required.

Residual Impacts

Cumulative impacts would be less than significant (Class III).

6.56 GENERAL PLAN CONSISTENCY ANALYSIS

The *City of El Paso de Robles General Plan* is the primary policy planning document that provides the framework for management and utilization of the City's physical, economic, and human resources. The specific plan is designed to meet the goals established in the City's general plan by providing a framework for future development within the planning area. **Table 6.5-4, General Plan Consistency Analysis,** analyzes the specific plan's consistency with the policies from the general plan's Safety Element. As shown, the specific plan would be consistent with all the general plan policies relevant to geology and soils.

Table 6.5-4
General Plan Consistency Analysis

General Plan Policy	Analysis
POLICY S-1A: Hazard Education. Continue to inform the public about hazards, hazard avoidance, and disaster response.	**Consistent.** Hazard education would continue to be implemented within the City per the general plan. The specific plan would not affect the implementation of this policy.
POLICY S-1B: Disaster Response. Develop a community-wide Disaster Response Plan to: • Address heavy search and rescue, major medical response, hazardous material response, interim morgue, emergency shelter, traffic and utility impacts, and debris removal and disposal; and • Identify procedures for access, traffic control, emergency evacuations, and security of damaged areas	**Consistent.** The specific plan would not interfere with the ability of the City to prepare a disaster response plan. In addition, the specific plan does not include new types of development, or new locations of development that would require changes to existing or proposed disaster response plans.
POLICY S-1D: Structural Safety. Rely on the City's planning and building permit review process to ensure that existing and proposed structures are adequately designed, and to reduce susceptibility to damage from fire, flooding, and geologic hazards.	**Consistent.** Projects developed as part of the specific plan would be required to submit building plans to the City's planning and permit review process. The Municipal Code has adopted the CBC, which contains building requirements for structures and would ensure the safety of development within the specific plan area.

6.6 HAZARDS AND HAZARDOUS MATERIALS

SUMMARY

The Downtown Specific Plan / Uptown & Town Centre (Uptown/Town Centre Specific Plan) would contain uses and transportation corridors that create the potential for accidental releases of hazardous materials. However, the specific plan would be consistent with the policies of the City of El Paso de Robles General Plan*, and would implement mitigation measures for the removal of on-site hazardous materials and the applicable regulations contained in the City of Paso Robles Municipal Code. Therefore, impacts regarding hazardous materials would be less than significant (Class III). The specific plan is located in an area that has low to moderate wildfire potential. Adequate fire fighting and fire prevention techniques would ensure that impacts from wildfire would also be less than significant (Class III). The specific plan is not located within the vicinity of an airport or airport use plan.*

6.6.1 EXISTING CONDITIONS

Hazardous materials are those that pose a potential threat to human health, having the capacity to cause serious illness or death. This section discusses the types of hazardous materials typically found in the planning area.

Potential hazards which may affect human health are those related to high-voltage transmission lines (electromagnetic fields), airport hazards, wildfires, business that handle hazardous materials, and railroad or truck accidents involving hazardous materials.

6.6.1.1 Hazardous Materials

Household Products

By far the most common hazardous materials are those found or used in the home. Waste oil is a common hazardous material that is often improperly disposed of and can contaminate surface water through runoff. Other common household hazardous wastes (used paint, pesticides, cleaning products, and other chemicals) are often improperly stored in garages and homes. Because of their prevalence and proximity to residents, household products constitute the most pervasive health hazard facing residents of the community.[1]

Agricultural Pesticide Use

The City of Paso Robles contains agricultural operations, concentrated in the north-central portion of the City, north of Highway 46 East. Orchards in particular are often sprayed with various pesticides, which can contaminate the soils. Denuded vegetation can suggest evidence for soil contamination. Potential

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1 Rincon Consultants, Inc., *City of Paso Robles General Plan Update EIR*, Section 4.5, "Geological Hazards," August 2003.

contaminants can include DDT, lead, and arsenic. In such areas, it is prudent to conduct soil testing (and conduct soil remediation, if necessary) before allowing more intensive development. The specific plan area does not contain agricultural uses, with the exception of a small agricultural operation located along the Salinas River Corridor just north of Niblick Road.[2]

Asbestos

Asbestos is a crumbly material often found in older buildings, typically used as insulation in walls or ceilings. It was formerly popular as an insulating material because it had the desirable characteristic of being fire resistant. However, it can pose a health risk when very small particles become airborne. These dust-like particles can be inhaled, where their microscopically sharp structures can puncture tiny air sacs in the lungs, resulting in long-term health problems.[3]

Paso Robles contains many older structures with the potential to contain asbestos. Pre-1979 construction often included asbestos and it should be assumed that the demolition of older structures in the City may present this hazard. The specific plan area has numerous structures that were built prior to the 1979 asbestos ban and, therefore, these structures have the potential for asbestos to be released into the environment as a result of their renovation or demolition. Proper asbestos abatement and disposal procedures are required to be undertaken whenever the demolition of older structures is required. Under the California Health and Safety Code,[4] business plans are required from California businesses that handle a hazardous material in quantities equal to or greater than the following:

- 55 gallons of a liquid;
- 500 pounds of a solid;
- 200 cubic feet of a compressed gas; or
- extremely hazardous substances above federal threshold reporting quantities

Emergency response plans and procedures must be developed and training sessions must be provided to employees. Businesses are routinely inspected by the San Luis Obispo County Environmental Health Division to ensure that handling, storage, and waste disposal practices conform to appropriate laws and regulations.[5]

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2 Rincon Consultants, Inc., *City of Paso Robles General Plan Update EIR*, Section 4.5, "Geological Hazards," August 2003.

3 Rincon Consultants, Inc., *City of Paso Robles General Plan Update EIR*, Section 4.5, "Geological Hazards," August 2003.

4 California Code of Regulations, California Health and Safety Code, Chapter 6.95, Section 25503.

5 Rincon Consultants, Inc., *City of Paso Robles General Plan Update EIR*, Section 4.5, "Geological Hazards," August 2003.

Many of the commercial and industrial businesses that store or use hazardous materials located within the specific plan area are located along Paso Robles Street. Specific information regarding the location of businesses and the types and quantities of hazardous substances used or stored can be obtained through the San Luis Obispo County Environmental Health Division.

Serpentine rock is known to occur in portions of the specific plan area. The San Luis Obispo Air Pollution Control District (APCD) has identified serpentine rock as a source of naturally occurring asbestos. Asbestos is a known carcinogen and inhalation of asbestos may result in lung cancer or mesothelioma. Exposure and disturbance of rock and soil that contains asbestos can result in the release of fibers to the air and consequent exposure to the public. The California Air Resources Board (ARB) has identified asbestos as a toxic air contaminant.[6]

Under ARB's Air Toxics Control Measure (ATCM) for Construction, Grading, Quarrying, and Surface Mining Operations, prior to any grading activities at a development site, a geologic analysis is required to determine if serpentine rock is present. If naturally occurring asbestos is found at a development site, an Asbestos Health and Safety Program and an Asbestos Dust Mitigation Plan are required to be approved by the APCD before construction begins.[7]

Hazardous Materials Transport

The Union Pacific Railroad and Highway 101 are major interstate transportation routes that pass through the specific plan area. Trains and trucks commonly carry a variety of hazardous materials, including gasoline and various crude oil derivatives, and other chemicals known to cause human health problems. When properly contained, these materials present no hazard to the community. But in the event of an accident or derailment, such materials may be released in liquid or gas form. In the case of some chemicals (such as chlorine), highly toxic fumes may be carried far from the accident site. Although standard accident and hazardous materials recovery procedures are enforced by the state and followed by private transportation companies, Paso Robles and the specific plan area are at relatively high risk because of its location along interstate rail and highway corridors.[8]

Hazardous Material Releases

In California the majority of hazardous materials incidents are handled prior to becoming a disaster. Nevertheless, the City's emergency organization needs to be flexible and evolutionary in its response to a developing incident in order to accommodate both the large number of relatively routine minor releases

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6 Rincon Consultants, Inc., *City of Paso Robles General Plan Update EIR*, Section 4.5, "Geological Hazards," August 2003.

7 Rincon Consultants, Inc., *City of Paso Robles General Plan Update EIR*, Section 4.5, "Geological Hazards," August 2003.

8 URS Corporation, *City of Paso Robles Hazard Mitigation Plan*, Section 6, (2005). p. 44-45.

to truly disastrous hazardous materials releases. The specific plan area does not include large industrial facilities that house or manufacture large quantities of hazardous materials, which could potentially cause a devastating release. Comprehensive information on the probability and magnitude of hazardous material events across all types of sources (e.g., fixed facility, transport vehicle) is not available. Wide variations in the characteristics of hazardous material sources and between the materials themselves make such an evaluation very difficult.[9]

Informal surveys conducted by the County Office of Emergency Services have indicated the presence of the following classifications of hazardous materials: explosives, poisons, corrosives, flammable liquids, combustible liquids, cryogenics, compressed gasses (flammable and non-flammable), radioactive materials, and oxidizers. Large pressurized natural gas pipelines traverse the specific plan area. Other small fixed facilities have varying uses of hazardous chemicals, but in general these do not pose a significant risk to the specific plan area. Air transportation of hazardous materials involves the smallest quantity, but still poses a potential hazard.[10]

While it is beyond the scope of this plan to evaluate the probability and magnitude of hazardous material events in the City of Paso Robles in detail, it is possible to determine the exposure of population, buildings, and critical facilities should such an event occur. Of the facilities that were required to file an annual Tier II Material Inventory Report (under the Emergency Planning and Community Right-to-Know Act [EPCRA]) in San Luis Obispo County because of the presence of hazardous materials, seven were identified as having Extremely Hazardous Substance (EHS),[11] of which two are located within the specific plan area. The locations of these facilities are shown on **Figure 6.6-1, Hazardous Materials Facilities**. The substances recorded at these facilities include common hazardous substances, such as nitric acid, sulfuric acid, acetone, hydrocarbons, and cadmium. EHSs pose the greatest risk for causing catastrophic emergencies. Therefore, facilities with EHSs are considered a greater threat than situations where non-EHSs are involved.[12]

6.6.1.2 Other Hazards

Electric and Magnetic Fields

The transmission of electricity and the use of electrical appliances results in the creation of electromagnetic fields. The strength of the field is a function of the electrical line voltage, distance between the line and the point of measurement, the design of the line, and the electrical phasing characteristics.

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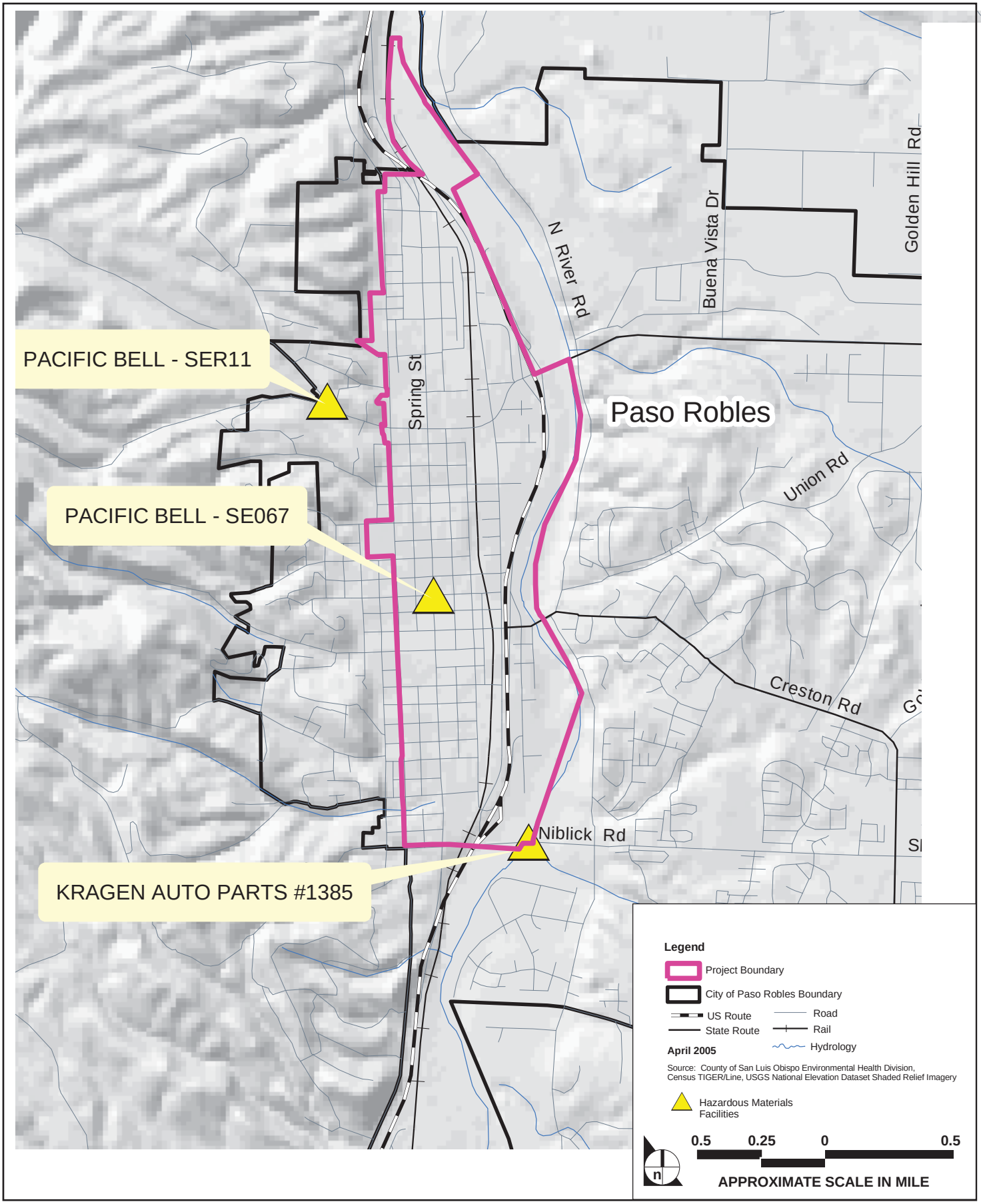
9 URS Corporation, *City of Paso Robles Hazard Mitigation Plan,* Section 6, (2005). p. 44-45.

10 URS Corporation, *City of Paso Robles Hazard Mitigation Plan,* Section 6, (2005). p. 44-45.

11 URS Corporation, *City of Paso Robles Hazard Mitigation Plan,* Section 6, (2005). p. 44-45.

12 URS Corporation, *City of Paso Robles Hazard Mitigation Plan,* Section 6, (2005). p. 44-45.



SOURCE: City of Paso Robles – October 2009

FIGURE **6.6-1**

Hazardous Materials Facilities

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Electrical fields are created by objects that are electrically charged. The change in voltage over distance is known as the electrical field. Units used to describe electrical fields are volts per meter (V/m), or expressed as 1,000 volts per meter (kilovolt per meter, kV/m). Electrical fields become stronger as one approaches the charged object. Electric transmission lines create electric fields. The strength of the field is a function of the line voltage, distance between the line and the point of measurement, the design of the line, and the electrical phasing characteristics. The largest transmission lines in California (500 kV) typically have a maximum electric field directly under the conductors as high as about 7–9 kV/m.[13]

As with electric fields, the strength of the magnetic field decreases as the distance from the source increases. Magnetic fields on the ground measured under electrical transmission lines are usually smaller than the magnetic fields associated with electrical appliances. This is primarily caused by the attenuation of the field with distance. The height of the power line from the ground reduces the field at ground level, whereas the strength of magnetic fields in household appliances can be high if the measurement is taken near the source. Appliances that have the highest magnetic fields are those that have high currents or high-speed electrical motors.[14]

Neither California nor the federal government has established exposure criteria for electric or magnetic fields. Thus, there are no recognized jurisdictional standards with which to evaluate the expected levels of magnetic or electric fields below high-voltage lines. To date, experimental and field data are inconclusive regarding adverse health effects from electrical or magnetic fields. However, impacts can be qualitatively estimated based on existing studies and standards established by the California Department of Health Services regarding radio emissions from high-voltage antenna towers. Setback guidelines adopted by the California Department of Health Services are 100 feet from 100–110 kV lines, 150 feet from 220–230 kV lines, and 250 feet from 345 kV lines.[15] **Table 6.6-1** lists the exposure standards developed by several agencies.

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13 Rincon Consultants, Inc., *City of Paso Robles General Plan Update EIR*, Section 4.5, "Geological Hazards," August 2003.

14 Rincon Consultants, Inc., *City of Paso Robles General Plan Update EIR*, Section 4.5, "Geological Hazards," August 2003.

15 Rincon Consultants, Inc., *City of Paso Robles General Plan Update EIR*, Section 4.5, "Geological Hazards," August 2003.

Table 6.6-1
Exposure Standards for Electric and Magnetic Fields

Agency	Parameter	Magnetic Field	Electric Field
Florida	230 kV	150 mG at edge of Right of Way	-
Florida	500 kV (single circuit lines)	200 mG at edge of Right of Way	-
Florida	500kV (double circuit lines)	250 mG at edge of Right of Way	-
NRBP-UK	less than 50 Hz	16 G	12 kV/m
NRBP-UK	60 Hz	13.3 G	10 kV/m
ACGIH	60 Hz	10 G	-
ICNIRP	continuous occupation of structure	5 G	10 kV/m
ICNIRP	short term occupation of structure	50 G	30 kV/m

Source: Rincon Consultants, Inc., City of Paso Robles General Plan Update EIR, Section 4.5 Geological Hazards, August 2003.
Note:
NRPB-UK- United Kingdom National Radiation Protection Board
ACGIH- American Conference of Governmental Industrial Hygienists
ICNIRP- International Commission on Non-Ionizing Radiation Protection
G = Gauss
mG = milligauss

High-Voltage Transmission Lines

Pacific Gas and Electric Company (PG&E) provides the City of Paso Robles with electricity through a series of electrical lines. One set of high-voltage transmission lines is located just east of the City, and runs in a northeast-southwest direction.[16] No high-voltage transmission lines are located within the specific plan area.

Paso Robles Airport

The Paso Robles Municipal Airport is a basic transport airport and is used extensively for recreational and business purposes by both single- and multi-engine aircraft, including helicopters and an occasional jet. The airport currently accommodates about 30,000 aircraft operations (take-offs and landings) annually. Of this total, about 15,000 take-offs are south of the airport. Additionally, the airport accommodates an average of 500 California Department of Forestry (CDF) air tanker flights per year,[17] as well as occasional C-130 military aircraft flights serving Camp Roberts and Camp San Luis Obispo military operations. Air tanker departures are restricted by the Federal Aviation Administration (FAA) to

16 Rincon Consultants, Inc., *City of Paso Robles General Plan Update EIR*, Section 4.11, "Safety," August 2003.

17 Rincon Consultants, Inc., *City of Paso Robles General Plan Update EIR*, Section 4.5, "Geological Hazards," August 2003.

a flight pattern that turns to the southeast, following Huerhuero Creek. The Paso Robles Municipal Airport has designated clear zones and approach and "climbout" extensions from the ends of the active runway. Hazards associated with the airport are primarily related to the risk of aircraft accident and to the aircraft noise levels along primary flight paths. The Paso Robles Airport Land Use Plan limits the types of land uses and development that can be located within the airport planning area. The airport land use planning area extends 10,000 feet (about 1.9 miles) from each end of the airport runway.[18] The specific plan area is not located within the airport land use planning area.

Wildfire Risk

A wildland fire is an uncontrolled fire spreading through vegetative fuels, exposing and possibly consuming structures. They often begin unnoticed, spread quickly, and are usually signaled by dense smoke that may fill the area for miles around. Wildfires can be caused through human actions such as arson or campfires, or by natural events such as lightning.

While Paso Robles has had urban fires, most have been relatively small and easily contained. Paso Robles contains many older structures, most of which are located in the specific plan area, and the City requires that such buildings be brought up to code when made aware of such buildings. Despite these activities, one larger fire occurred east of the City boundary in 1968. The fire burned approximately 1,067 acres. No catastrophic fires have been recorded in recent history, particularly since emergency response and building codes have been improved.

As shown in **Figure 6.6-2, Wildland Fire Hazard Map,** the specific plan area is generally defined as a low fire hazard. Areas of moderate fire hazard exist along the hills located on the western boundary of the Uptown area, and in scattered pockets within the Salinas River channel due to increased vegetation in that area.

6.6.1.3 Regulatory Agency Database Review

A search of available environmental records was conducted by Environmental Data Resources, Inc., (EDR). The EDR Radius Map Report (EDR Report)[19] is included in **Appendix 6.6** of this Draft EIR. The findings of the EDR Report are presented below in **Table 6.6-2, Regulatory Agency Database Review.**

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18 Rincon Consultants, Inc., *City of Paso Robles General Plan Update EIR*, Section 4.5, "Geological Hazards," August 2003.

19 Environmental Data Resources, INC., *EDR Radius Map Report with Geotech*, October 13, 2009.

6.6.2 REGULATORY FRAMEWORK

6.6.2.1 Federal

The US Environmental Protection Agency (US EPA) is the main federal agency responsible for enforcing regulations relating to hazardous materials and wastes, including evaluation and remediation of contamination and hazardous wastes. The US EPA works collaboratively with other agencies to enforce materials handling and storage regulations and site cleanup requirements. The Occupational Safety and Health Administration (OSHA) and the Department of Transportation (DOT) are authorized to regulate safe transport of hazardous materials.

Asbestos Hazard Emergency Response Act

The Asbestos Hazard Emergency Response Act (AHERA) provides guidance for the management of asbestos-containing materials (ACM) in schools. The Asbestos School Hazard Abatement Reauthorization Act (ASHARA) extended AHERA regulations to cover public and commercial buildings. AHERA established regulatory standards for inspections, abatement, and transport and disposal of ACM.[20]

US Department of Housing and Urban Development

The US Department of Housing and Urban Development's (HUD) "Lead-Based Paint: Guidelines for Hazard Evaluation and Control of Lead-Based Paint Hazards in Housing"[21] provides comprehensive technical information on how to identify lead-based paint hazards in housing and how to control such hazards safely and efficiently. The goal of the guidelines is to help property owners, private contractors, and government agencies reduce exposure to lead without unnecessarily increasing the cost of housing. The guidelines address lead hazards posed by paint, dust, and soil in the residential environment. Paint that is found to have a lead concentration of at least 10 milligrams per cubic centimeter (mg/cm^2) is considered to be lead-based paint. Furthermore, interior or exterior paints that have greater than 600 parts per million (ppm) (0.06 percent) of lead are considered by the Consumer Products Safety Commission to be lead-based paint. Finally, any material containing detectable lead is subject to OSHA's Lead Exposure in Construction Rule,[22] which requires employers to ensure that employees are not exposed to lead at concentrations greater than 50 micrograms per cubic meter of air (50 $\mu g/m^3$) averaged over an 8-hour period.

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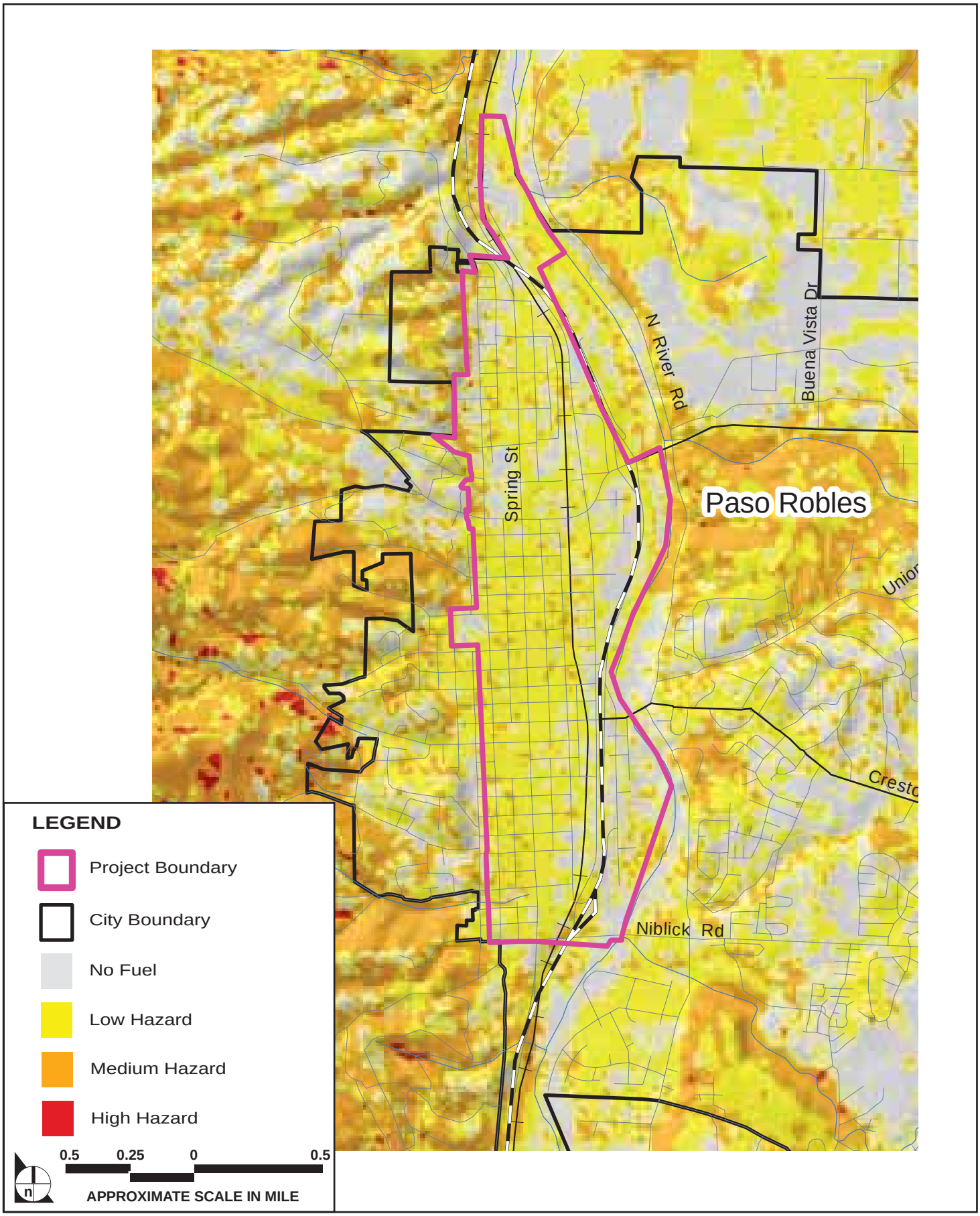
20 US Code, Title 15, Section 2641 et seq. "Asbestos Hazard Emergency Response," contains the codified requirements of both AHERA and ASHARA.

21 US Department of Housing and Urban Development, "Lead-Based Paint: Guidelines for Hazard Evaluation and Control of Lead-Based Paint Hazards in Housing," *Federal Register*. June 1995.

22 US Code of Federal Regulations, Title 29, Part 1926, "State Plan Responses to Federal OSHA Standards."



SOURCE: California Department of Forestry and Fire Protection – October 2009

FIGURE **6.6-2**

Wildland Fire Hazard Map

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Table 6.6-2
Regulatory Agency Database Review

Database Description	Number of Sites In Specific Plan Area
RCRA-SQG: RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat, and/or dispose of hazardous waste as defined by RCRA. Small quantity generators (SQGs) generate between 100 kg and 1,000 kg of hazardous waste per month.	19
ENVIROSTOR: The Department of Toxic Substances Control's (DTSC's) Site Mitigation and Brownfields Reuse Program's (SMBRP's) EnviroStor database identifies sites that have known contamination or sites for which there may be reasons to investigate further. The database includes the following site types: Federal Superfund sites (National Priorities List [NPL]); State Response, including Military Facilities and State Superfund; Voluntary Cleanup; and School sites. EnviroStor provides similar information to the information that was available in CalSites, and provides additional site information, including, but not limited to, identification of formerly contaminated properties that have been released for reuse, properties where environmental deed restrictions have been recorded to prevent inappropriate land uses, and risk characterization information that is used to assess potential impacts to public health and the environment at contaminated sites.	**1**
LUST: The Leaking Underground Storage Tank Incident Reports contain an inventory of reported leaking underground storage tank incidents. The data come from the State Water Resources Control Board Leaking Underground Storage Tank Information System.	**24**
SLIC: SLIC Region comes from the California Regional Water Quality Control Board.	**2**
UST: The Underground Storage Tank database contains registered USTs. USTs are regulated under Subtitle I of the Resource Conservation and Recovery Act (RCRA). The data come from the State Water Resources Control Board's Hazardous Substance Storage Container Database.	**18**
VCP: Contains low threat level properties with either confirmed or unconfirmed releases and the project proponents have request that DTSC oversee investigation and/or cleanup activities and have agreed to provide coverage for DTSC's costs.	**2**
SWRCY: A listing of recycling facilities in California.	**2**
HAULERS: A listing of registered waste tire haulers.	**1**
US CDL: A listing of clandestine drug lab locations. The US Department of Justice (the Department) provides this web site as a public service. It contains addresses of some locations where law enforcement agencies reported they found chemicals or other items that indicated the presence of either clandestine drug laboratories or dumpsites. In most cases, the source of the entries is not the Department, and the Department has not verified the entry and does not guarantee its accuracy. Members of the public must verify the accuracy of all entries by, for example, contacting local law enforcement and local health departments.	**1**
SCH: This category contains proposed and existing school sites that are being evaluated by DTS for possible hazardous materials contamination. In some cases, these properties may be listed in the CalSites category depending on the level of threat to public health and safety or the environment they pose.	**1**

Database Description	Number of Sites In Specific Plan Area
CDL: A listing of drug lab locations. Listing of a location in this database does not indicate that any illegal drug lab materials were or were not present there, and does not constitute a determination that the location either requires or does not require additional cleanup work.	1
CA FID UST: The Facility Inventory Database contains active and inactive underground storage tank locations. The source is the State Water Resource Control Board.	25
HIST UST: Historical UST Registered Database.	35
SWEEPS UST: Statewide Environmental Evaluation and Planning System. This underground storage tank listing was updated and maintained by a company contacted by the SWRCB in the early 1990s. The listing is no longer updated or maintained. The local agency is the contact for more information on a site on the SWEEPS list.	24
CHMIRS: The California Hazardous Material Incident Report System contains information on reported hazardous material incidents, i.e., accidental releases or spills. The source is the California Office of Emergency Services.	2
RCRA-NonGen: RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat, and/or dispose of hazardous waste as defined by RCRA. Non-Generators do not presently generate hazardous waste.	7
SSTS: Section 7 of the Federal Insecticide, Fungicide and Rodenticide Act, as amended (92 Stat. 829) requires all registered pesticide-producing establishments to submit a report to the Environmental Protection Agency by March 1st each year. Each establishment must report the types and amounts of pesticides, active ingredients and devices being produced, and those having been produced and sold or distributed in the past year.	1
FINDS: The Facility Index System contains both facility information and "pointers" to other sources of information that contain more detail. These include: RCRIS; Permit Compliance System (PCS); Aerometric Information Retrieval System (AIRS); FATES (FIFRA [Federal Insecticide Fungicide Rodenticide Act] and TSCA Enforcement System, FTTS [FIFRA/TSCA Tracking System]; CERCLIS; DOCKET (Enforcement Docket used to manage and track information on civil judicial enforcement cases for all environmental statutes); Federal Underground Injection Control (FURS); Federal Reporting Data System (FRDS); Surface Impoundments (SIA); TSCA Chemicals in Commerce Information System (CICS); PADS; RCRA-J (medical waste transporters/disposers); TRIS; and TSCA. The source of this database is the US EPA/NTIS.	47
CA WDS: California Water Resources Control Board - Waste Discharge System.	4
HIST CORTESE: The sites for the list are designated by the State Water Resource Control Board (LUST), the Integrated Waste Board (SWF/LS), and the Department of Toxic Substances Control (CalSites).	12
Notify 65: Notify 65 records contain facility notifications about any release that could impact drinking water and thereby expose the public to a potential health risk. The data come from the State Water Resources Control Board's Proposition 65 database.	2

Database Description	Number of Sites In Specific Plan Area
HAZNET: The data is extracted from the copies of hazardous waste manifests received each year by the DTSC. The annual volume of manifests is typically 700,000–1,000,000 annually, representing approximately 350,000–500,000 shipments. Data from non-California manifests & continuation sheets are not included at the present time. Data are from the manifests submitted without correction, and therefore many contain some invalid values for data elements such as generator ID, TSD ID, waste category, and disposal method. The source is the Department of Toxic Substance Control.	**154**
EMI: Toxics and criteria pollutant emissions data collected by the ARB and local air pollution agencies.	**15**

Sources: Environmental Data Resources, INC., EDR Radius Map Report with Geotech, *October 13, 2009.*

6.6.2.2 State Regulations

Department of Toxic Substances Control

The Department of Toxic Substances Control (DTSC) is authorized by the US EPA to administer the hazardous waste laws and oversee remediation of hazardous wastes sites. Regulations require that DTSC "shall compile and update as appropriate, but at least annually, and shall submit to the Secretary for Environmental Protection, a list of all the following: (1) all hazardous waste facilities subject to corrective action pursuant to Section 25187.5 of the Health and Safety Code (HSC)."[23]

The hazardous waste facilities identified in HSC Section 25187.5 are those where DTSC has taken or contracted for corrective action because a facility owner/operator has failed to comply with a date for taking corrective action in an order issued under the HSC, or because DTSC determined that immediate corrective action was necessary to abate an imminent or substantial endangerment.[24]

California Department of Conservation, Division of Oil, Gas, and Geothermal Resources

The California Department of Conservation, Division of Oil, Gas, and Geothermal Resources (DOGGR) is mandated by Section 3106 of the Public Resources Code to supervise the drilling, operation, maintenance, and abandonment of oil and gas wells for the purpose of preventing (1) damage to life, health, property, and natural resources; (2) damage to underground and surface waters suitable for irrigation or domestic use; (3) loss of oil, gas, or reservoir energy; and (4) damage to oil and gas deposits by infiltrating water and other causes. The regulations can be found in the California Code of Regulations (CCR) Title 14.

23 California Government Code, Title 22, Section 65962.5.

24 California Health and Safety Code, Section 25187.5.

DOGGR's Well Review Program assists developers in addressing issues associated with development near oil and gas wells.[25]

Lead-Based Paint Regulations

The CCR sets standards for lead hazard assessment and abatement, removal, certification of individuals engaged in lead-based paint activities, and accreditation of training providers.[26] The CCR also contains regulations governing worker safety during lead-related construction activities, including demolition.[27] These regulations cover

- demolition or salvage of structures where lead or materials containing lead are present;
- removal or encapsulation of materials containing lead;
- new construction, alteration, repair, or renovation of structures, substrates, or portions thereof, that contain lead, or materials containing lead;
- installation of products containing lead;
- lead contamination/emergency cleanup;
- transportation, disposal, storage, or containment of lead or materials containing lead on the site or location at which construction activities are performed; and
- maintenance operations associated with the construction activities described in this subsection.[28]

6.6.2.3 Local

General Plan

The City of Paso Robles regulates safety hazards through the implementation of adopted policies and programs within the *City of El Paso de Robles General Plan*. The general plan prescribes goals, policies, and action items to protect the community from risks associated with safety and geologic hazards. The Safety Element contains policy statements that serve as a framework for evaluating proposed projects in regard to their potential to effect proposed development within the City. Building plans for development in the City would be reviewed for consistency with these policies.

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25 California Division of Oil, Gas, and Geothermal Resources, *Well Review Program Introduction and Application*, 2007 ftp://ftp.consrv.ca.gov/pub/oil/Well_Review_Program.pdf.

26 California Code of Regulations, Section 35001 et seq.

27 California Code of Regulations, Section 1532.1 et seq.

28 California Code of Regulations, Section 1532.1a.

Hazard Mitigation Plan

The purpose of the Hazard Mitigation Plan (HMP) is to implement actions that eliminate the risk from hazards, or reduce the severity of the effects of hazards on people and property. Mitigation actions are short-term and long-term activities that reduce the cause or occurrence of hazards; reduce exposure to hazards; or reduce effects of hazards through various means to include preparedness, response, and recovery measures.[29]

Following each major disaster declaration, the City is required to review and update the HMP's mitigation strategy. Additionally, in compliance with FEMA regulations, the HMP must be reviewed, revised if appropriate, and resubmitted for approval within the next five years in order to continue to be eligible for various hazard mitigation grant-funding sources, including FEMA's Hazard Mitigation Grant Program.[30]

Municipal Code

The City's Municipal Code[31] contains regulations regarding the underground storage of hazardous waste and establishes standards for the construction and monitoring of facilities used for the underground storage of hazardous substances, and establishes a procedure for issuance of permits for the use of these facilities. The Municipal Code[32] also contains regulations regarding deposits of hazardous materials, cleanup or abatement, liability for costs.

Hazardous Waste Management Plan

Counties are required by state law to prepare hazardous waste management plans. San Luis Obispo County's Hazardous Waste Management Plan (HWMP) addresses the treatment, storage, and disposal of such materials. The primary goal of the plan is to protect public health by promoting the safe use and disposal of hazardous waste. To accomplish this, the HWMP provides for the reduction of hazardous waste through source reduction, recycling, and on-site handling and treatment methods. The HWMP is based on an analysis of the current and projected hazardous waste generation rates within the County and the facilities available for hazardous waste storage, treatment, or disposal. Using this information, the

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29 URS Corporation, *City of Paso Robles Hazard Mitigation Plan*, Section 1, (2005).

30 URS Corporation, *City of Paso Robles Hazard Mitigation Plan*, Section 1, (2005).

31 City of Paso Robles, Municipal Code, Title 7, Chapter 7.30 Underground Storage of Hazardous Wastes, Section 7.30.10.

32 City of Paso Robles, Municipal Code, Title 9, Chapter 9.02, "Hazardous Materials," Section 9.02.03.

projected volume of hazardous waste that will be generated in the County is estimated and the need for additional hazardous waste treatment facilities is determined.[33]

6.6.3 THRESHOLDS OF SIGNIFICANCE

Appendix E of the *Rules and Regulations for the Implementation of the California Environmental Quality Act (CEQA)*[34] contains the Initial Study Environmental Checklist form. Issues presented in the checklist have been used as thresholds of significance in this section. Accordingly, a project may present a significant impact if it would

- create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials;
- create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment;
- emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school;
- be located on a site, which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment;
- for a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, result in a safety hazard for people residing or working in the project area;
- for a project within the vicinity of a private airstrip, result in a safety hazard for people residing or working in the project area;
- impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan;
- expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands.

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33 Rincon Consultants, Inc., *City of Paso Robles General Plan Update EIR*, Section 4.5, "Geological Hazards," August 2003.

34 City of Paso Robles, *Rules and Regulations for the Implementation of the California Environmental Quality Act*, July 2009.

6.6.4 PROJECT IMPACTS

6.6.4.1 Proposed Specific Plan Components

The *Uptown/Town Centre Specific Plan* Development Code is a subpart of the Zoning Ordinance and the Municipal Code. As is the case with other provisions of the Zoning Ordinance, all other provisions of the Municipal Code continue to apply within the specific plan area except as expressly provided to the contrary in the Development Code.[35] Per the Municipal Code,[36] the California Building Standards Code (CBC)[37] is adopted as the standards for City of Paso Robles for regulating construction.

Uses that are proposed within the specific plan area that are likely to handle hazardous wastes other than typical household chemicals include light industrial, auto service, gas stations, and appliance repair. Light industrial uses would be limited primarily to the Riverside Corridor Zone while auto service, gasoline station and appliance repair stores would be limited to the Riverside Corridor Zone and T-C2 Town Center Zone. No heavy industrial uses are planned within the specific plan area.

6.6.4.2 Impact Analysis

The environmental impact analysis presented in this section is based on the results of information received in response to the Notice of Preparation (NOP), and/or other review of the project by planning staff for issues that were determined to be potentially significant, or for issues identified by reviewing agencies, organizations, or individuals commenting on the NOP that made a reasonable argument that the issue was potentially significant (see **Responses to the NOP**, **Appendix 2.0**).

6.6.4.2.1: Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. (Class III – Not Significant)

Impact Analysis

Within the specific plan area, a hazardous materials release or spill would most likely involve either transportation of materials by railroad or truck, use of hazardous materials at a business, or illegal dumping of hazardous wastes.

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35 Moule & Polyzoides Architects and Urbanists, *Downtown Specific Plan-Uptown & Town Centre*, Chapter 5, (2009). p. 5:1

36 City of Paso Robles, Municipal Code, Title 17, Buildings and Construction, Chapter 14.04, Section 10.

37 California Code of Regulations, Title 24, Part 2, California Building Standards Code, California Building Standards Commission, 2007.

Highway 101 and a rail corridor are major transportation corridors through the specific plan area. Union Pacific Railroad (UPRR) owns the railroad right-of-way through the specific plan area. Trains and trucks commonly carry a variety of hazardous materials, including gasoline and various crude oil derivatives, and other chemicals known to cause human health problems. The transport of hazardous materials and explosives through the City is regulated by the California Department of Transportation (Caltrans). The San Luis Obispo County's HWMP provides for the proper management of all hazardous waste in the County (General Plan Policy S-1E). The City's HMP[38] includes mitigation acts as a blueprint for reducing potential losses due to natural and human-caused hazards. In addition, the City's general plan indicates that communitywide disaster response plans be designed to facilitate rescue and evacuation operations in the event of disasters, including those involving hazardous wastes (General Plan Policy S-1B).

During the development review process, developments planned within the specific plan area will be required to have adequately designed setbacks, and buffers to separate any use that stores or generates large amounts of hazardous materials from adjacent new development. Businesses will be required to verify their procedures for the storage, use, and disposal of any hazardous materials used. In order to promote the correct disposal techniques for any hazardous materials within the specific plan area, City will hold regular events to promote safe disposal of household hazardous waste, including e-waste (General Plan Policy S-1A).

In addition, the City's Municipal Code[39] contains regulations regarding the underground storage of hazardous waste and establishes standards for the construction and monitoring of facilities used for the underground storage of hazardous substances, and establishes a procedure for issuance of permits for the use of these facilities. Compliance with the Municipal Code would ensure that any business proposing the underground storage of hazardous wastes would not create a hazardous condition.

With implementation of the applicable general plan policies, mitigation measures located in the HMP, and the regulations contained in the Municipal Code, impacts with regards to the routine transport, use or disposal of hazardous materials would be less than significant.

Mitigation Measures

No mitigation is required.

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38 URS Corporation, *City of Paso Robles Hazard Mitigation Plan*, Section 7, (2005).

39 City of Paso Robles, Municipal Code, Title 7, Chapter 7.30, Underground Storage of Hazardous Wastes, Section 7.30.10.

Residual Impacts

Impacts with regards to the routine transport, use, or disposal of hazardous materials would be less than significant (Class III).

6.6.4.2.2: Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. (Class III – Not Significant)

Impact Analysis

The City of Paso Robles, including the specific plan area, is governed by San Luis Obispo County's HWMP, which deals with foreseeable upset and accident conditions involving the release of hazardous materials into the environment (General Plan Policy S-1E). The HWMP provides direction for the proper management of all hazardous waste in the County. The potential for future residents and employees of the specific plan area to encounter accidental exposure from hazardous materials would increase as the specific plan approaches its horizon year. The addition of new residential housing and commercial/industrial businesses would involve development on land that is currently vacant, or that has contained residential or commercial/industrial businesses in the past. There is the potential for some of this land to contain hazardous materials. However, the potential for hazardous impacts from future projects implemented as a result of the specific plan will be evaluated on a project-by-project basis.

There are existing structures within the specific plan area that, due to their age, may contain asbestos-containing materials (ACMs). During implementation of the specific plan, renovation or demolition of these structures can have negative air quality impacts. Asbestos can also be found in utility pipes and pipelines.[40] The Asbestos Hazard Emergency Response Act (AHERA) provides guidance for the management of asbestos-containing materials including standards for inspections, abatement, and transport and disposal of ACMs. The specific plan area is also located in a candidate area for Naturally Occurring Asbestos (NOA). Under the CARB Air Toxics Control Measure (ATCM) for Construction, Grading, Quarrying and Surface Mining Operations, prior to any grading operations within an candidate area for NOA, the project proponent shall ensure that a geological evaluation is conducted to determine if NOA is present within the area that will be disturbed. If NOA is found, the applicant must comply with the requirement outlined in the ATCM. General Plan Policy S-1E ensures compliance with appropriate regulations would ensure identification, handling, and disposal of ACMs.

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40 County of San Luis Obispo Air Pollution Control District, *APCD Comments on the Notice of Preparation of an Environmental Impact Report of the Uptown/Town Centre Specific Plan*, September 25, 2009.

Implementation of General Plan Policy S-1A and Policy S-1E provide direction for businesses and households within the specific plan area to develop efficient ways to store, use, and dispose of hazardous materials, along with providing educational opportunities on why hazardous wastes are dangerous and how to dispose of small amounts of these wastes. General Plan Policy S-1B indicates that a communitywide disaster response plan should be designed and implemented to minimize impacts on residents and other sensitive receptors in the event of a hazardous materials incident. The City's HMP[41] includes mitigation acts as a blueprint for reducing potential losses due to natural and human-caused hazards.

In addition, the City's Municipal Code[42] contains regulations regarding the underground storage of hazardous waste and establishes standards for the construction and monitoring of facilities used for the underground storage of hazardous substances, and it establishes a procedure for issuance of permits for the use of these facilities. Compliance with the Municipal Code would ensure that any business proposing the underground storage of hazardous wastes would not create a hazardous condition.

With implementation of the applicable general plan policies, mitigation measures in the HMP, and the regulations contained in the Municipal Code, impacts with regards to the release of hazardous materials into the environment would be less than significant.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts with regards to the release of hazardous materials into the environment would be less than significant (Class III).

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41 URS Corporation, *City of Paso Robles Hazard Mitigation Plan*, Section 7, (2005).

42 City of Paso Robles, Municipal Code, Title 7, Chapter 7.30 Underground Storage of Hazardous Wastes, Section 7.30.10.

6.6.4.2.3: Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. (Class III – Not Significant)

Impact Analysis

The specific plan area may incorporate land uses within its boundaries that may include the development of new schools to serve the public. The possibility exists that development of schools within the specific plan area would be placed within 0.25 mile of a site-specific project that could emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste. However, individual site specific review would be required to determine if a site-specific project using hazardous substances within the specific plan area will be developed within a 0.25 mile of an existing or proposed school. The potential for hazardous impacts from future projects implemented as a result of the specific plan would be evaluated on a project by project basis. Impacts regarding the release of hazardous emissions or handling of hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school would be less than significant.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts regarding the release of hazardous emissions or handling of hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school would be less than significant (Class III).

6.6.4.2.4: Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment. (Class III – Not Significant)

Impact Analysis

As shown in **Table 6.6-2,** the specific plan area contains numerous sites that are included on a list of hazardous materials sites. Hazards resulting from these hazardous materials sites would be site specific and would have to be addressed by the individual project review process.

The Municipal Code[43] contains regulations regarding site grading that state,

> *If at any stage of the work, the city engineer determines by inspection that further grading as authorized is likely to become a menace to life or limb, endangers public or private property or affects the safety, usability or stability of a public way, the owner of or [sic] anyone else in legal control of the property concerned shall, upon receipt of written notice thereof from the city engineer, correct such condition in accordance with the provisions of this title and the requirements and conditions set forth in such notice to eliminate the undesirable condition. The owner, or other person in control of such property shall immediately commence the work required by such notice and shall complete same within a maximum time of sixty days from the date of such notice unless a shorter period of time for completion has been specified in the notice, in which case the owner or other person shall comply within such time as specified.*

With implementation of the City environmental review process and regulations in the Municipal Code, impacts regarding hazardous materials sites would be less than significant.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts regarding the hazardous materials sites would be less than significant (Class III).

6.6.4.2.5: For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area. (Class III – Not Significant)

Impact Analysis

The Paso Robles Municipal Airport is a basic transport airport used extensively for recreational and business purposes by both single- and multi-engine aircraft, including helicopters and occasional jets. The Paso Robles Municipal Airport has designated clear zones and approach and "climbout" extensions from the ends of the active runway. Hazards associated with the airport are primarily related to the risk of aircraft accident and to the aircraft noise levels along primary flight paths. The Paso Robles Airport Land Use Plan limits the types of land uses and development that can be located within the airport planning area. The airport land use planning area extends 10,000 feet (about 1.9 miles) from each end of the airport

43 City of Paso Robles, Municipal Code, Title 20, Chapter 20.04, Section 20.04.070.

runway. The specific plan area is located outside of the Airport Land Use Plan. Therefore, there would be no impact.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would be less than significant (Class III).

6.6.4.2.6: For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area. (Class III – Not Significant)

Impact Analysis

The specific plan area is not located within the vicinity of a private airstrip. Therefore, the would be no impact.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would be less than significant (Class III).

6.6.4.2.7: Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. (Class III – Not Significant)

Impact Analysis

The specific plan area is located in an area of Central California that has the potential for residents and employees to encounter man-made and natural hazards, which could cause undo hardship to residents and employees. Human-made hazards include the potential release of hazardous materials; the potential for biological, nuclear, and chemical attacks from foreign and domestic terrorism; and the potential for fires started by humans. Natural hazards include flooding, seismic activity, extreme weather conditions and fires that are started naturally.

During development review process, emergency access is evaluated for all pending development projects within the County's Planning Area. Two means of ingress and egress are required for all major development projects, including subdivisions and commercial/industrial sites. Adequate road and driveway widths are required to provide access to fire trucks, along with turnouts and turnaround areas where deemed necessary. Traffic control during evacuation procedures will be based upon the nature of the emergency and the condition of the roads within the specific plan area. Temporary signage will be placed by the City to ensure evacuation routes are clearly marked for motorists.

The City's general plan indicates that communitywide disaster response plans be designed to facilitate rescue and evacuation operations in the event of disasters, including those involving hazardous wastes (General Plan Policy S-1B).With implementation of the disaster response plan, impacts would be less than significant (Class III).

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts regarding adopted emergency response plans or emergency evacuation plans would be less than significant (Class III).

6.6.4.2.8: Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands. (Class III – Not Significant)

Impact Analysis

As shown in **Figure 6.6-2,** the specific plan area is generally defined as a low fire hazard. Areas of moderate fire hazard exist along the hills located on the western boundary of the Uptown area, and also in scattered pockets within the Salinas River channel due to increased vegetation in that area. In the event that wildfires were to occur in areas adjacent to the specific plan area, the combination of local fire forces applied to a wildland fire would depend upon the severity of the fire, other fires in progress, and the availability of resources. Suppression efforts can involve fire equipment, heavy construction equipment, and air fire bombardment aircraft, in addition to hand crews. Fire prevention requirements include provision of access roads, adequate road widths, and clearance of brush around structures located in hillside areas. In addition, proof of adequate water supply for fire flow is required within a designated

distance for new construction in fire hazard areas. Adequate fire fighting and fire prevention techniques would assure that impacts from wildfire would be less than significant (Class III).

See **Section 6.12** of this EIR for further discussion of fire protection resources within the specific plan area.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts from wildfire would be less than significant (Class III).

6.6.4.2.9: Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly. (Class III – Not Significant)

Impact Analysis

The specific plan does not include types of development that have unique characteristics that could cause substantial adverse effects on human beings. The types of development that would occur within the specific plan are similar to the development already existing within the specific plan area and would be consistent with the general plan. Therefore, no substantial adverse effects would occur and impacts would be less than significant (Class III).

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would be less than significant (Class III).

6.6.5 CUMULATIVE IMPACTS

6.6.5.1: Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects). (Class III – Not Significant)

Impact Analysis

Development of pending and approved projects in the greater Paso Robles area would increase development in the region. Development under the specific plan and general plan would result in additional residents and structures that could be placed at risk. Such development would alter landforms in the City and would expose new residents and property to hazards that exist in the area. The proposed specific plan would incrementally contribute to these cumulative impacts. However, potential hazards would be addressed on a case-by-case basis to mitigate impacts resulting from individual projects. Given that all individual projects would be required to adhere to City requirements pertaining to hazardous materials, a Class III (Not Significant) impact is anticipated to result from the proposed specific plan in conjunction with other projects in the area.

Mitigation Measures

No mitigation is required.

Residual Impacts

Cumulative impacts would be less than significant (Class III).

6.6.6 GENERAL PLAN CONSISTENCY ANALYSIS

The *City of El Paso de Robles General Plan* is the primary policy planning document that provides the framework for management and utilization of the City's physical, economic, and human resources. The specific plan is designed to meet the goals established in the City's general plan by providing a framework for future development within the planning area. **Table 6.6-3, General Plan Consistency Analysis,** analyzes the specific plan's consistency with the general plan's policies from the Safety Element. As shown, the specific plan would be consistent with all the general plan policies relevant to hazards and hazardous materials.

Table 6.6-3
General Plan Consistency Analysis

General Plan Policy	Analysis
POLICY S-1A: Hazard Education. Continue to inform the public about hazards, hazard avoidance, and disaster response.	**Consistent.** Development of the specific plan would not interfere with the City's hazard education efforts.
POLICY S-1B: Disaster Response. Develop a community-wide Disaster Response Plan to: • Address heavy search and rescue, major medical response, hazardous material response, interim morgue, emergency shelter, traffic and utility impacts, and debris removal and disposal; and • Identify procedures for access, traffic control, emergency evacuations, and security of damaged areas.	**Consistent.** The specific plan would not create barriers to, or interfere with any adopted or proposed disaster response plan.
POLICY S-1C: Hazardous Exposure Minimization. Minimize hazards to people and property caused by fire, crime, and related services.	**Consistent.** The specific plan area is not located in an area that has high risk of fire. Transportation corridors, land uses that handle hazardous materials, and existing structures that may contain asbestos all potentially pose hazards to residents within the specific plan area. However, compliance with applicable federal, state, and local regulations regarding the handling and disposal of hazardous wastes would minimize hazards to a less than significant level and would ensure consistency with the general plan.
POLICY S-1E: Hazardous Materials. The City shall comply with Government code requirements regarding the use, storage, and transportation of hazardous materials.	**Consistent.** Development under the specific plan would be required to comply with all applicable government code and requirements regarding the use storage and transportation of hazardous materials. Therefore, the specific plan would be consistent with the general plan.

6.7 HYDROLOGY AND WATER QUALITY

SUMMARY

The site of the Downtown Specific Plan / Uptown & Town Centre (Uptown/Town Centre Specific Plan) is located in an area that may be impacted by flooding and other hydrological hazards. In addition, development of the Uptown/Town Centre Specific Plan would increase the amount of impervious surfaces and pollutants within the specific plan area, which could negatively affect stormwater runoff and water quality. The specific plan contains sustainable features that would mitigate impacts from development and would improve the overall drainage and water quality in the specific plan area. Development in the specific plan area would be subject to the requirements of the City of Paso Robles Municipal Code; the Floodplain Management section of the City's Zoning Code; Regional Water Quality Control Board, FEMA, and Army Corps of Engineers regulations; and it would be consistent with the policies of the City of El Paso de Robles General Plan*. Therefore, with respect to hydrology and water quality, the specific plan would result in a beneficial (Class IV) impact.*

6.7.1 EXISTING CONDITIONS

6.7.1.1 Watershed and Surface Water

The City of Paso Robles is located in an area that has a semi-arid Mediterranean climate. Average annual precipitation is 14.5 inches; however, the area is subject to wide variations in annual precipitation.[1] The primary hydrologic feature of the specific plan area is the Salinas River, which originates in the La Panza Mountains south of the City and discharges approximately 130 miles to the north in Monterey Bay. The river's overall watershed encompasses approximately 4,400 square miles, approximately 390 square miles of which are located upstream from the specific plan area. Flows in the Salinas River are largely intermittent. Although substantial subsurface flows occur throughout the year, the river is virtually dry throughout the summer and early autumn months. Peak flows occur during the October to April rainy season and are largely controlled by the Santa Margarita Lake and Dam, located approximately 20 miles upstream from the specific plan area. Downstream, tributary flows to the river are regulated by the Nacimiento Reservoir and Dam on the Nacimiento River, and the San Antonio Reservoir and Dam on the San Antonio River.

In addition to the Salinas River, several smaller intermittent creeks flow through the specific plan area. The creeks carry runoff from hills west of the specific plan area and discharge into the Salinas River. No natural lakes of substantial size are located within the specific plan area.

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1 Sherwood Design Engineers, *The City of El Paso de Robles Uptown Downtown Center Specific Plan, Preliminary Infrastructure Studies, Existing Conditions Report,* (May 2008).

The City is delineated into four major drainage areas. The entire area west of the Salinas River is included in one drainage area, the West Watershed. The specific plan area is located within the West Watershed.

Topography

The specific plan area is characterized by relatively flat topography. The elevation of the Salinas River bed drops at a gentle gradient of about 9 feet per mile within the Paso Robles City limits. The width of the River channel in this area varies from 300 to 350 feet. Topography in the specific plan area is characterized by a gently sloping alluvial terrace rising to the gently rolling hillsides. Most of the specific plan area has an average elevation of approximately 700 feet. In the hills to the west of the specific plan area, lands rise to an elevation of 1,300 feet.[2]

6.7.1.2 Groundwater

The specific plan area currently acquires all of its potable and irrigation water from the Paso Robles Groundwater Basin (PRGB). Pumping for both of these sources totaled 7,322 acre-feet for the City in 2008. As discussed in greater detail in **Section 6.18, Utilities – Water Supply**, an additional supply of water from Lake Nacimiento is expected to become available in 2012. The PRGB is defined based on geologic stratigraphy and structure. The basin sediments consist of recent-age alluvium and the Plio-Pleistocene-age Paso Robles Formation. These formations reach a maximum thickness in the basin of more than 2,500 feet. The PRGB is bounded mainly by the contact of the Paso Robles Formation alluvium with older geologic units. The eastern edge of the basin is a structural boundary created by the San Juan, Red Hill, and White Canyon faults. Two hydrologically distinct groundwater basins, the Cholame Basin to the northeast and the Pozo Basin to the south, are a source of groundwater inflow to the PRGB. The outlet of the PRGB occurs downstream of Bradley, where the basin sediments are shallow and the surface expression of the non-water-bearing units extend nearly to the Salinas River.[3]

Underflow wells are operated under a State Water Resource Control Board permit that limits direct diversion to 8 cubic feet per second (cfs) with an annual maximum of 4,600 acre-feet per year (afy). In 2004 the City pumped 4,400 acre-feet from the Salinas River Underflow. Average pumping is approximately 3,900 acre-feet. The Underflow is replenished by the Salinas River and its tributaries, which together drain a watershed area of approximately 390 square miles.[4] Seven shallow wells located

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2 Rincon Consultants, Inc., *City of Paso Robles General Plan Update EIR*, Section 4.6, "Hydrology and Water Quality," (August 2003).

3 Rincon Consultants, Inc., *City of Paso Robles General Plan Update EIR*, Section 4.6, "Hydrology and Water Quality," (August 2003).

4 Sherwood Design Engineers, *The City of El Paso de Robles Uptown Downtown Center Specific Plan, Preliminary Infrastructure Studies, Existing Conditions Report,* (May 2008).

south of the Veterans Memorial Bridge range from 140 to 400 feet deep and pump water from the part of the basin referred to as the Salinas River Underflow. Nineteen wells located on the east side of the City range from 430 to 1075 feet deep and pump water from a deeper portion of the basin.[5]

The total estimated groundwater in storage in the PRGB in spring of 1980 was 30,420,822 acre-feet. Approximately 65,315 acre-feet less groundwater was in storage in the basin in 1997, for a total of 30,355,508 acre-feet, which represented an approximately 0.2 percent decrease in total groundwater in storage. The Paso Robles groundwater basin study[6] states that this relatively small percentage decrease should be viewed as an indication of nearly stable basinwide conditions, but that some subareas of the basin have experienced increasing storage, while other subareas have experienced decreased storage.

The groundwater basin resources are shared among many users and subject to increasing demand. The perennial yield of the Paso Robles groundwater basin is 97,700 afy. In 2000 pumping totaled 83,000 afy, and this rate has been increasing. According to the 2005 Urban Water Management Plan,[7] the groundwater basin is currently not in overdraft; however, Paso Robles has experienced declines in well yield and groundwater levels. Currently, agricultural pumping represents 67 percent of total basin pumping and municipal, or urban, pumping represents 18 percent. Both of these are expected to increase; however, urban pumping is expected increase at a faster rate than agriculture. The main sources of recharge for the groundwater basin are precipitation, which amounted to 44 percent of total recharge, and percolation of stream flow, which amounted to 43 percent of total recharge. The City currently accounts for approximately 8 percent of total water pumped from the basin (18 percent of the total basin pumping is urban; Paso Robles accounts for 43 percent of this).[8]

City Hall Sulfur Springs

The City of Paso Robles also has an abundance of mineral water. There are a number of mineral springs having both hot and cold water and a wide variety of chemical salts in solution. Several springs are used as mineral pools or baths.[9] The magnitude-6.5 San Simeon earthquake, that shook the town of Paso Robles on December 22, 2003, was, located 11 kilometers northeast of San Simeon and 39 kilometers west-

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5 Rincon Consultants, Inc., *City of Paso Robles General Plan Update EIR*, Section 4.6, "Hydrology and Water Quality," (August 2003).

6 Fugro West, Inc., and Cleath and Associates. *Geologic and Hydrogeologic Investigation of the Paso Robles Groundwater Basin, 2002 Final Report*.

7 Todd Engineers, *2005 Urban Water Management Plan,* (June 2008).

8 Sherwood Design Engineers, *The City of El Paso de Robles Uptown Downtown Center Specific Plan, Preliminary Infrastructure Studies, Existing Conditions Report,* (May 2008).

9 Rincon Consultants, Inc., *City of Paso De Robles General Plan 2003,* Conservation Element Appendix, (Adopted December 16, 2003), C-15.

northwest of Paso Robles.[10] As a result of the earthquake, a hot sulfurous spring surfaced in the parking lot serving the City Hall and library. Initially, this spring water flowed from the surface rupture southeast across the parking lot onto 10th Street. The water flowed east along 10th Street until it entered the City's stormwater system and eventually was released to a braid of the Salinas River near the City Water Yard via a California Department of Transportation (Caltrans) culvert under US Highway 101. This is the route that the spring water would follow without intervention.[11]

The City has conducted a number of investigations to control the flow and otherwise monitor the event. Several monitoring wells have been installed to document the conditions of the spring. After conducting geotechnical studies, the City determined that the spring water emanates from an elongated fissure. The City excavated a large portion of the parking lot to expose the water source. As a temporary measure, the City installed a pump and 6-inch-diameter pipeline to collect and convey the water. The geothermal spring water has been collected at the fissure and conveyed beneath City streets, along a Union Pacific Rail Road (UPRR) easement, through a UPRR culvert, and to the same Caltrans culvert described above. Thus, the City's temporary solution results in the water being released in the same location as would occur with the existing conditions, but without the undesirable constituents that would be collected if the water were to flow along the surface of City streets.[12]

The City has identified the parking lot restoration project as one of its highest priorities. Therefore, the City has approved a project for the repair of the parking lot and safe conveyance of the natural spring discharge to a leachfield at the City Water Yard. The project would include collection of geothermal spring water and parking lot repair; construction of a leachfield percolation system at the City Water Yard that would discharge the spring water to the underflow of the Salinas River; and Construction of conveyance pipeline between City parking lot and City water yard.[13]

6.7.1.3 Flood Hazards

Flooding can cause widespread damage to affected areas. Buildings and vehicles can be damaged or destroyed, while smaller objects can be buried in flood-deposited sediments. Floods can also cause drowning or isolation of people or animals. The secondary effects of flooding are due to standing water, which can result in crop damage, septic tank failure, and water well contamination. Standing water can

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10 Rincon Consultants, Inc., *City of Paso Robles General Plan Update EIR*, 2003.

11 Padre Associates, Inc., *Draft Initial Study/Mitigated Negative Declaration, City Hall Parking Lot Sulfur Springs Remediation Project,* November 30, 2007.

12 Padre Associates, Inc., *Draft Initial Study/Mitigated Negative Declaration, City Hall Parking Lot Sulfur Springs Remediation Project,* November 30, 2007.

13 Padre Associates, Inc., *Draft Initial Study/Mitigated Negative Declaration, City Hall Parking Lot Sulfur Springs Remediation Project,* November 30, 2007.

also damage roads, foundations, and electrical circuits. Inadequately sized culverts and bridges can create impediments to the passage of high water flow in streams and gullies. Undersized infrastructure typically results in short-term backups behind the culvert or bridge, with pooling water in such areas creating, in effect, an unintended detention basin.[14]

FEMA 100-Year Flood Hazard

The specific plan area is prone to flooding when storm flows exceed the transport capacity of creek and river channels; especially since the specific plan area includes portions of the Salinas River and is partially located within its floodplain. The greatest flood events on record occurred during storms in the early months of 1969, 1973, and 1998. During these storm events, both storm drain and natural river channel capacities were exceeded resulting in substantial damage to public and private property throughout the County.[15]

The Federal Emergency Management Agency (FEMA) has prepared Flood Insurance Rate Maps (FIRM) for areas within the specific plan area. These maps indicate that several areas within the specific plan area are located within a 100-year floodplain. The 100-year flood, or "base flood," refers to the flood resulting from a storm event that has a probability of occurring once every 100 years, or a 1 percent chance of occurring in any given year. Areas mapped in the 100-year floodplain area subject to inundation during a 100-year storm event. The 100-year floodplain has also been used to define the Flood Hazard overlay zone within the Land Use Element.[16] The 500-year flood is defined as the flood that has a 0.2 percent chance of occurring in any given year. Development is not usually restricted in this zone because the level of risk is considered extremely low. These areas are depicted on **Figure 6.7-1, FEMA 100-year Flood Zone**. Several areas within the specific plan area are located in a 100-year floodplain.

Dam Inundation

The specific plan area is not in the dam inundation area for any major stream or river in the region. The Santa Margarita Reservoir Dam is located a sufficient distance (i.e., approximately 20 miles) from the specific plan area to preclude potential inundation. There are no other dams or reservoirs (except small local detention facilities) upstream of the specific plan area on any tributary of the Salinas River.[17]

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14 Rincon Consultants, Inc., *City of Paso Robles General Plan Update EIR*, Section 4.6, "Hydrology and Water Quality," (August 2003).

15 Rincon Consultants, Inc., *City of Paso Robles General Plan Update EIR*, Section 4.6, "Hydrology and Water Quality," (August 2003).

16 Rincon Consultants, Inc., *City of El Paso de Robles General Plan 2003*, "Land Use Element," (December 16, 2003).

17 Rincon Consultants, Inc., *City of Paso Robles General Plan Update EIR*, Section 4.6, "Hydrology and Water Quality," (August 2003).

6.7.1.4 Water Quality

The primary sources of pollution to surface and groundwater resources include stormwater runoff from paved areas, which can contain hydrocarbons, sediments, pesticides, herbicides, toxic metals, and coliform bacteria. Seepage from sewage treatment lagoons can further contribute to degraded water quality in the form of elevated nitrate levels. Improperly placed septic tank leach fields can cause similar types of contamination. Illegal waste dumping can introduce contaminants such as gasoline, pesticides, herbicides, and other harmful chemicals. Septic tanks are also a source of pollution to some wells in both alluvial and granitic rocks. Septic tanks discharging into alluvium have a high potential to pollute wells producing from the same deposit because of high permeability and low gradient. In the winter, the rains raise the water table in these areas, which can exacerbate possible contamination.[18]

The Paso Robles groundwater basin study[19] evaluated water quality in the PRGB. Drinking water standards are compared to a Maximum Contaminant Level (MCL) established by the California Department of Health Services Code of Regulations.[20] Primary drinking water standards are established for chemical constituents with a potential toxic effect to humans when concentrations are above the MCL. Secondary drinking water standards are established for certain chemical constituents that may cause undesirable water characteristics, but that are not considered threats to human health. The Paso Robles groundwater basin study[21] identified six major water quality trends for the PRGB, as follows:

- Increasing concentration of total dissolved solids (TDS) and chloride in shallow Paso Robles Formation deposits along the Salinas River, in the central portion of the Atascadero Subbasin.
- Increasing concentration of chloride in the deep, historically artesian aquifer in the area northeast of Creston.
- Increasing concentrations of total dissolved solids and chloride near San Miguel.
- Increasing concentrations of nitrate north of Highway 46 between the Salinas River and Huerhuero Creek.
- Increasing nitrate levels south of San Miguel.
- Increasing TDS and chloride concentrations in deeper portions of the aquifer near the confluence of the Salinas and Nacimiento Rivers.

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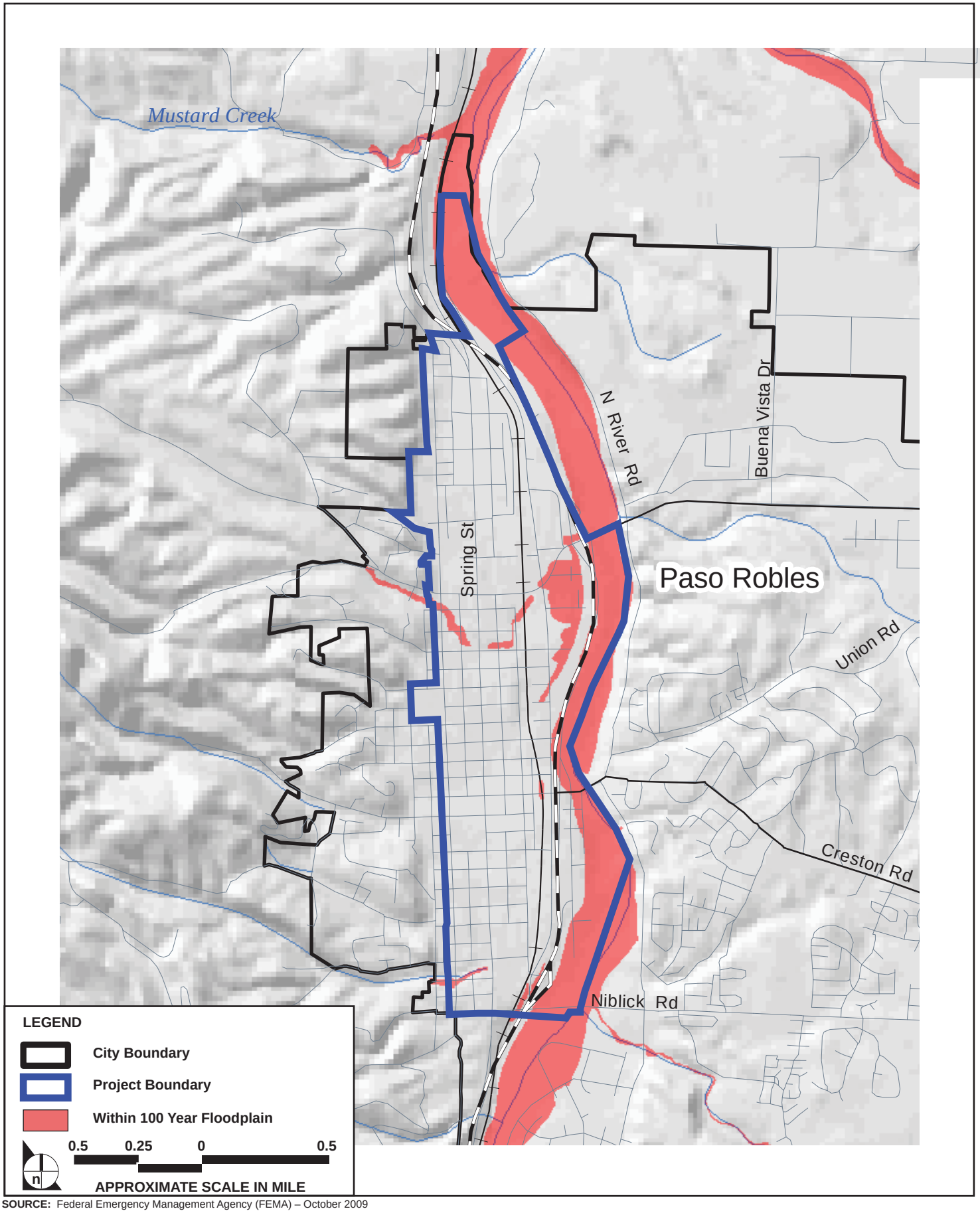
18 Rincon Consultants, Inc., *City of Paso Robles General Plan Update EIR*, Section 4.6, "Hydrology and Water Quality," (August 2003).

19 Fugro West, Inc., and Cleath and Associates, *Geologic and Hydrogeologic Investigation of the Paso Robles Groundwater Basin, 2002 Final Report*.

20 California Department of Health Services, Code of Regulations, Title 22, Sections 64435 and 64473.

21 Fugro West, Inc., and Cleath and Associates, *Geologic and Hydrogeologic Investigation of the Paso Robles Groundwater Basin, 2002 Final Report*.



SOURCE: Federal Emergency Management Agency (FEMA) – October 2009

FIGURE **6.7-1**

FEMA 100-year Flood Zone

970-002•10/09

As discussed above, the specific plan area uses groundwater as its only source of water. As discussed in greater detail in **Section 6.18, Utilities – Water Supply**, an additional supply of water from Lake Nacimiento is expected to become available in 2012. The water supply for the specific plan area meets all water quality standards without the benefit of a water treatment plant.[22] The treatment of water is limited to a very small amount of liquid chlorine injected at each well site. Water sources are considered most vulnerable to contamination from the following activities: agricultural drainage, auto repair shops, gas stations, home manufacturing, low-density septic systems, agriculture/irrigation wells, and plastic/synthetics producers.[23]

The elderly, infants, and persons with immune system deficiencies may be more vulnerable to contaminants in drinking water than the general population. As water travels over the surface of the land or through the ground, it dissolves naturally occurring minerals and, in some cases, radioactive material, and can pick up substances resulting from the presence of animals or from human activity.[24]

Drinking water, including bottled water, may reasonably be expected to contain at least small amounts of some substances. The presence of contaminants does not necessarily indicate that water poses a health risk. Substances that may be present in source water include microbial contaminants, such as viruses and bacteria, which may come from sewage treatment plants, septic systems, agricultural livestock operations, and wildlife; inorganic contaminants, such as salts and metals, which can be naturally occurring or result from urban stormwater runoff, industrial or domestic wastewater discharges, oil and gas production, mining, or farming; pesticides and herbicides, which may come from a variety of sources such as agriculture, urban storm water runoff, and residential uses; organic chemical contaminants, including synthetic and volatile organic chemicals, which are byproducts of industrial processes and petroleum production, and can also come from gas stations, urban stormwater runoff, and septic systems; and radioactive contaminants, which can be naturally occurring or be the result of oil and gas production and mining activities.[25]

As stated above, local drinking water met or exceeded all state and federal drinking water requirements during 2002. All of the substances listed were under the Maximum Contaminant Level (MCL) set by the California Department of Health Services and the US Environmental Protection Agency (US EPA). This

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22 Rincon Consultants, Inc., *City of Paso Robles General Plan Update EIR*, Section 4.6, "Hydrology and Water Quality," (August 2003).

23 Rincon Consultants, Inc., *City of Paso Robles General Plan Update EIR*, Section 4.6, "Hydrology and Water Quality," (August 2003).

24 Rincon Consultants, Inc., *City of Paso Robles General Plan Update EIR*, Section 4.6, "Hydrology and Water Quality," (August 2003).

25 Rincon Consultants, Inc., *City of Paso Robles General Plan Update EIR*, Section 4.6, "Hydrology and Water Quality," (August 2003).

included nitrate, selenium, and TDS, sources of which include runoff and leaching from fertilizer use, leaching from septic tanks, sewage, and erosion of natural deposits.[26]

While the drinking water meets the current standard for arsenic, it does contain low levels of arsenic. The drinking water standard balances the current understanding of arsenic's possible health effects against the costs of removing arsenic from drinking water. The California Department of Health Services continues to research the health effects of low levels of arsenic, which is a mineral known to cause cancer in humans at high concentrations and is linked to other health effects such as skin damage and circulatory problems. Sources of arsenic are erosion of natural deposits, runoff from orchards, and glass and electronics production wastes.[27]

6.7.1.5 Existing Infrastructure

Throughout the specific plan area, stormwater runoff is conveyed through streets, ditches, and storm drains to the Salinas River. The City has limited City-owned storm drains within the specific plan area, so runoff is mostly conveyed through streets and ditches. Runoff is then conveyed under Highway 101, primarily through California Transportation Department (Caltrans) culverts, before outfalling into the Salinas River. Deficiencies in the conveyance and capacity of the system, as well as a lack of pervious groundcover, contribute to runoff levels in many areas being above the top of the curb. In many areas, the runoff level is greater than 1 foot above the street level. **Figure 6.7-2, Existing Development Flooding Depths,** shows existing flooding depths at various areas in the specific plan area. There are also FEMA 100-year flood hazard zones located along Highway 101, west of the river, as shown in **Figure 6.7-2**. This area is mainly limited to the fairgrounds and an east-west section through the specific plan area, just south of 24th Street.[28]

Stormwater control strategies are heavily dependent on soil properties of the tributary drainage area. As shown in **Figure 6.7-3, Soils Infiltration Potential**, there is a fairly wide variation of soil types and properties within the project boundaries. A sudden transition occurs between the Salinas River and the surrounding hillsides with riverine alluvium straddling the river and clayey, rocky soil in the hillsides. The river's point bar is located to the west of its left bank inside the project boundaries, and this area presents opportunities for stormwater infiltration.[29]

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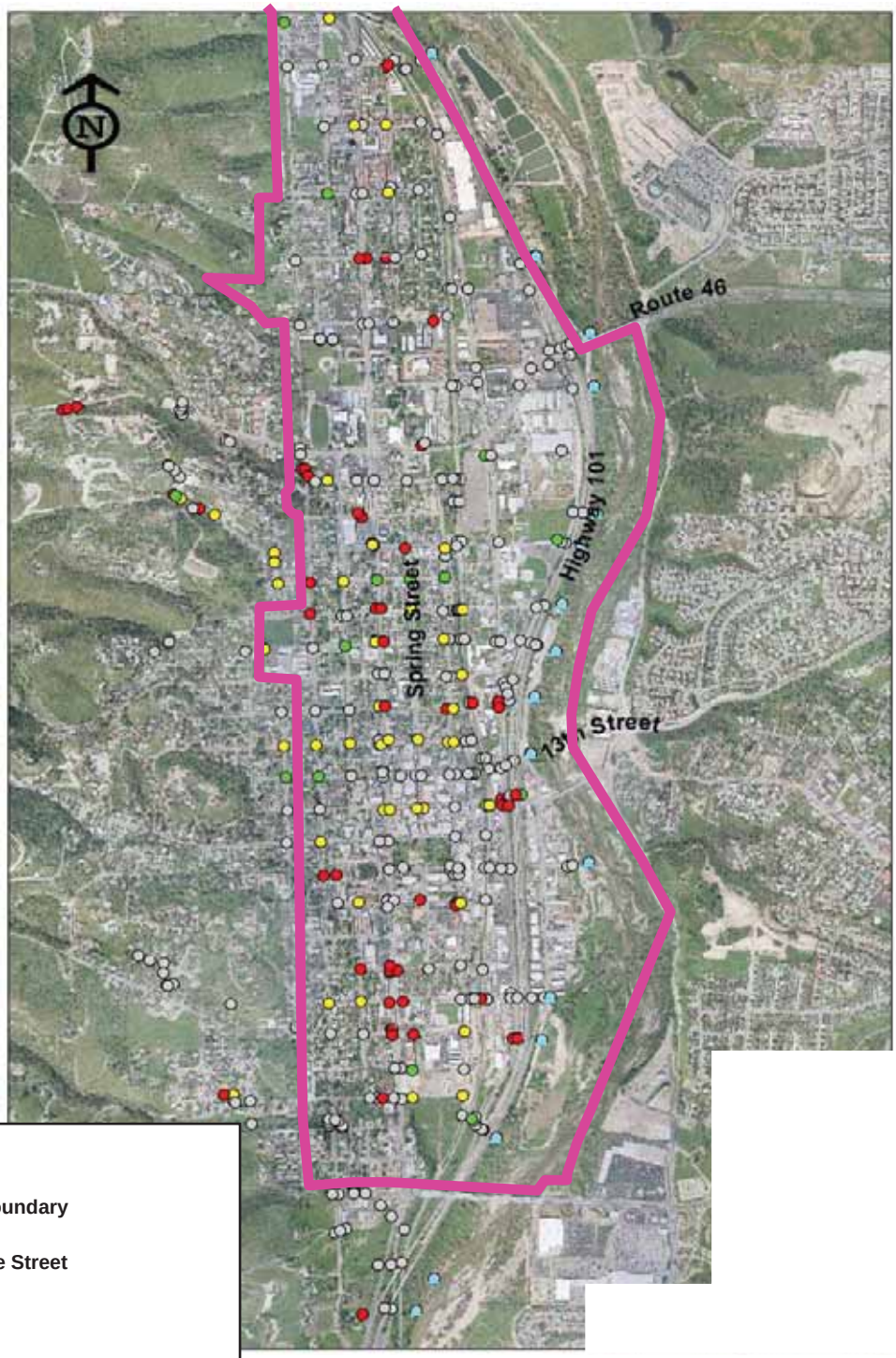
26 Rincon Consultants, Inc., *City of Paso Robles General Plan Update EIR*, Section 4.6, "Hydrology and Water Quality," (August 2003).

27 Rincon Consultants, Inc., *City of Paso Robles General Plan Update EIR*, Section 4.6, "Hydrology and Water Quality," (August 2003).

28 Sherwood Design Engineers, *The City of El Paso de Robles Uptown Downtown Center Specific Plan, Preliminary Infrastructure Studies, Existing Conditions Report,* (May 2008).

29 Sherwood Design Engineers, *The City of El Paso de Robles Uptown Downtown Center Specific Plan, Preliminary Infrastructure Studies, Existing Conditions Report,* (May 2008).



LEGEND

Project Boundary

Flood Level Above Street

- **No Flood**
- **0.0-0.5**
- **0.5-1.0**
- **> 1.0 ft**
- **Outlets**

0.3 0.15 0 0.3

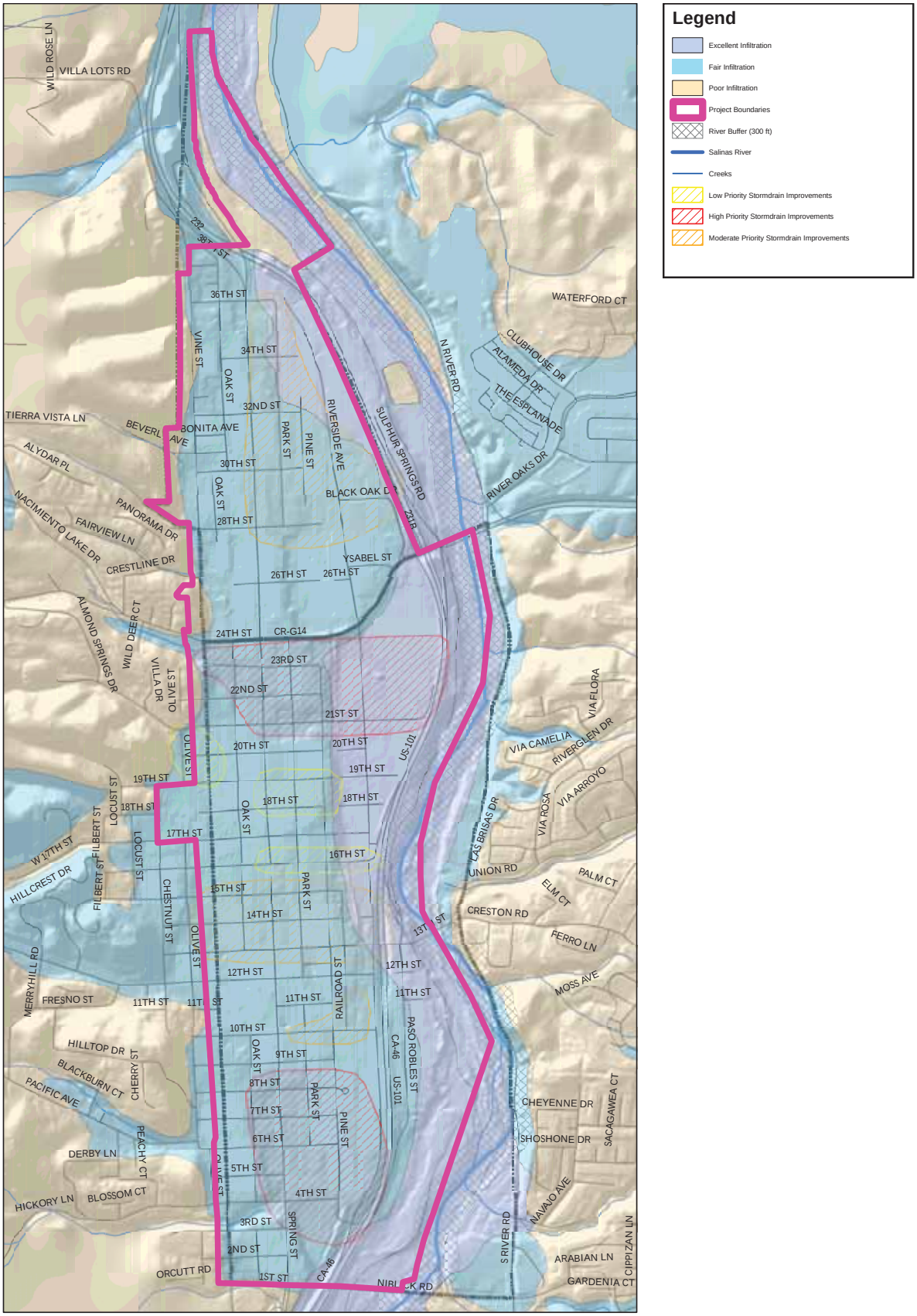
APPROXIMATE SCALE IN MILE

SOURCE: Paso Robles Storm Drain Master Plan – October 2009

FIGURE **6.7-2**

Existing Development Flooding Depths

970-002•10/09



SOURCE: City of Paso Robles – October 2009

FIGURE **6.7-3**

Soils Infiltration Potential

970-002•10/09

Uptown Zone

Drainage conditions in the Uptown Zone are fair with most areas draining fairly well, incurring only minor flooding during large storm events. Specific areas are known to experience regular flooding and standing water in the winter, with more significant flooding occurring during large storm events. Unpaved or pervious areas in the Uptown Zone demonstrate fair infiltration.

Midtown Zone

Drainage conditions in the Midtown Zone are poor, with most areas experiencing frequent flooding during storm events. Visible pavement damage along 23rd, 22nd, and 21st Streets indicate water damage from poor drainage and surface runoff. Portions of the Midtown Zone area are indicated on the FEMA maps as high-priority flood insurance zones. The historic drainage path for Mountain Spring Creek follows 23rd Street from the west, flowing along Oak Street, across Scolaris parking lot, heading east down 21st Street, and ultimately discharging in the vicinity of the Paso Robles Event Center.

Downtown Zone

Existing drainage conditions in the Downtown Zone are fair, with some areas experiencing flooding during large storm events. Runoff is then conveyed under Highway 101, primarily through Caltrans culverts, before outfalling into the Salinas River.

South Downtown Zone

Drainage conditions in the South of Downtown Zone are poor, with large portions of the zone experiencing frequent flooding during storm events. Visible pavement damage in this area indicates water damage from poor drainage and the need for more advanced stormwater management. Portions of the South of Downtown Zone area are indicated on the FEMA maps as high-priority flood insurance zones (see **Figure 6.7-1**) and previous master planning efforts have identified multiple storm drain structures in need of retrofit and/or replacement. Similar to the Midtown Zone, there are historic drainage paths that indicate where flooding has occurred. The majority of unpaved or pervious areas in the South of Downtown Zone demonstrate fair infiltration and specific sections of this zone, especially along the historic stream course of Peachy Canyon Creek, may facilitate infiltration into the aquifer system. New development along would be set back from Peachy Canyon Creek, in accordance with the Central Coast Regional Water Quality Control Boards (RWQCB) Basin Plan.

Riverside Corridor Zone

Drainage conditions in many areas of the Riverside Corridor Zone are poor, with portions of the zone experiencing frequent flooding during storm events. Visible pavement damage in these areas indicates

water damage from poor drainage and the need for more advanced stormwater management. Portions of the Riverside Corridor Zone area are indicated on the FEMA Flood Maps as high-priority flood insurance zones and previous master planning efforts have identified multiple storm drain structures in need of retrofit and/or replacement. Similar to the Midtown and South of Downtown zones, there are historic drainage paths that indicate where flooding has occurred. The majority of unpaved or pervious areas in the Riverside Corridor Zone demonstrate excellent infiltration.

6.7.2 REGULATORY FRAMEWORK

6.7.2.1 Federal

Clean Water Act

The Clean Water Act (CWA) was designed to restore and maintain the chemical, physical, and biological integrity of the nation's waters.[30] The CWA also directs states to establish water quality standards for all "waters of the United States" and to review and update such standards on a triennial basis. Other provisions of the CWA related to basin planning include Section 208, which authorizes the preparation of waste treatment management plans, and Section 319, which mandates specific actions for the control of pollution from nonpoint sources. The US EPA has delegated responsibility for implementation of portions of the CWA to the State Water Resource Control Board (SWRCB) and the RWQCBs, including water quality control planning and control programs, such as the National Pollution Discharge Elimination System (NPDES) program.

The CWA requires states to adopt water quality standards for all surface waters of the United States. The CWA requires the US EPA to publish water quality criteria that accurately reflect the latest scientific knowledge on the kind and extent of all effects on health and welfare that may be expected from the presence of pollutants in water. Where multiple uses exist, water quality standards must protect the most sensitive use. Water quality standards are typically numeric, although narrative criteria based upon biomonitoring methods may be employed where numerical standards cannot be established or where they are needed to supplement numerical standards. The CWA requires states to adopt numerical water quality standards for toxic pollutants for which the US EPA has published water quality criteria that reasonably could be expected to interfere with designated uses in a water body.[31] Stormwater discharges to waters of the US are regulated under the CWA. The stormwater discharges for the project site are collected by the multiple inlets to the storm drain system.

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30 US Code, Title 42, Sec. 1251, The Clean Water Act.

31 US Code, Title 42, Clean Water Act, Section 303(c)(2)(b).

The NPDES permit system was established in the CWA to regulate both point-source discharges (a municipal or industrial discharge at a specific location or pipe) and non-point-source discharges (diffuse runoff of water from adjacent land uses) to surface waters of the United States. For point-source discharges, each NPDES Phase II permit contains limits on allowable concentrations and mass emissions of pollutants contained in the discharge. For non-point-source discharges, the NPDES program establishes a comprehensive stormwater quality program to manage urban stormwater and minimize pollution of the environment to the maximum extent practicable. The NPDES program consists of (1) characterizing receiving water quality, (2) identifying harmful constituents, (3) targeting potential sources of pollutants, and (4) implementing a comprehensive stormwater management program.

Flood Disaster Protection Act of 1973

Congress acted to reduce the costs of disaster relief by passing the Flood Disaster Protection Act of 1973.[32] The act's aim was to expand the National Flood Insurance Program (NFIP) by substantially increasing limits of coverage and the total amount of insurance authorized to be outstanding. The act also required known flood-prone communities to participate in the program. Other purposes of the program were to substantially increase the limits of coverage authorized under NFIP; provide for the expeditious identification of, and the dissemination of information concerning, flood-prone areas; require state or local communities, as a condition of future federal financial assistance, to participate in the flood insurance program and to adopt adequate flood plan ordinances with effective enforcement provisions consistent with federal standards to reduce or avoid future flood losses; and require the purchase of flood insurance by property owners who are being assisted by federal programs or by federally supervised, regulated, or insured agencies or institutions in the acquisition or improvement of land or facilities located or to be located in identified areas having special flood hazards.

National Flood Insurance Act

Congress acted to reduce the costs of disaster relief by passing the National Flood Insurance Act of 1968.[33] The intent of this act was to reduce the need for large, publicly funded flood control structures and disaster relief efforts by restricting development in floodplains.

The regulations of the NFIP,[34] which is administered by FEMA, require that communities adopt land use restrictions for the 100-year floodplain in order to qualify for federally subsidized flood insurance. The

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32 US Code, Title 42, Section 4002, The Flood Disaster Protection Act of 1973.

33 US Code, Title 42, Section 4001 et. seq., The National Flood Insurance Act of 1968.

34 National Flood Insurance Program, Federal Emergency and Management Agency, http://www.fema.gov /library/viewRecord.do?id=1480, 2002.

type of restrictions communities must adopt are listed in some detail in the regulations. Included is a requirement that residential structures be elevated above the level of the 100-year flood and that other types of structures be flood-proofed. Participation in the flood insurance program is virtually mandatory, since flood insurance (within identified "special flood hazard" areas) is a prerequisite for receiving mortgages or construction loans from federally regulated lending institutions. Disaster assistance was not available to public agencies in hazard areas if they did not participate in the program. FEMA issues FIRMs of communities participating in NFIP. These maps delineate flood hazard zones in each participating community.

6.7.2.2 State Regulations

California Water Code

All projects resulting in discharges, whether to land or water, are subject to the California Water Code[35] and are required to obtain approval of Waste Discharge Requirements (WDRs) by the RWQCBs. Land- and groundwater-related WDRs (i.e., non-NPDES WDRs) regulate discharges of process and wash-down wastewater and privately or publicly treated domestic wastewater. WDRs for discharges to surface waters also serve as NPDES permits.[36]

Prior to the issuance of any construction/grading permit—and/or the commencement of any clearing, grading, or excavation—owners of projects with construction activities that require a grading permit must prepare and submit a stormwater pollution prevention plan (SWPPP). Landowners are responsible for obtaining and complying with the General Construction NPDES Permit, but may delegate specific duties to developers and contractors by mutual consent. The purpose of the SWPPP is to identify potential pollutant sources that may affect the quality of discharges and to design the use and placement of best management practices (BMPs) to effectively prohibit the entry of pollutants from the construction site into the storm drain system. An SWPPP prepared in compliance with the General Construction NPDES Permit describes the site, erosion and sediment controls, runoff water quality monitoring, means of waste disposal, implementation of approved local plans, control of post-construction stormwater management measures and maintenance responsibilities, training of staff, a list of contractors and subcontractors, and non-stormwater management controls. Dischargers are also required to inspect construction sites before and after storms to identify stormwater discharge from construction activity, and to identify and implement controls where necessary.

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35 California Water Code, et seq.

36 California Water Code, Section 13263.

Colby-Alquist Flood Control Act

The Colby-Alquist Flood Control Act[37] establishes how local governments are to develop and implement floodplain management plans. Among other things, the Colby-Alquist Flood Control Act makes a number of separate legislative findings and requires regulation as a condition for state assistance on federally authorized flood control projects.

Porter-Cologne Water Quality Control Act

The Porter-Cologne Water Quality Control Act[38] authorizes the SWRCB to adopt, review, and revise policies for all waters of the state (including both surface water and groundwater), and directs the RWQCB to develop regional basin plans. The California Water Code[39] also authorizes the SWRCB to adopt water quality control plans on its own initiative.

State Water Quality Control Board

Responsibility for the protection of surface water quality in California rests with the State Water Resources Control Board (SWRCB) and nine RWQCBs. The City of Paso Robles lies within the jurisdiction of the Central Coast RWQCB. The SWRCB establishes statewide policies and regulations for the implementation of water quality control programs mandated by federal and state water quality statutes and regulations. The RWQCBs develop and implement water quality control plans (basin plans) that consider regional beneficial uses, water quality characteristics, and water quality problems. The Central Coast RWQCB Basin Plan also provides strategies and implementation plans for the control of point-source and nonpoint-source pollutants, the remediation of pollution, and the monitoring and assessment of a region's waters. The basin plan implements a number of federal and state laws, the most important of which are the state Porter-Cologne Water Quality Control Act and the federal Clean Water Act. The City of Paso Robles is responsible for ensuring that new developments are in compliance with the goals and policies contained in the Central Coast RWQCB Basin Plan. The basin plan was prepared to conform to statewide policy set forth by the legislature and the SWRCB. Basin plans consist of designated beneficial uses to be protected, water quality objectives to protect those uses, and a program of implementation needed for achieving the objectives.

The basin plan requires a minimum 30-foot filter strip consisting of undisturbed soil and riparian vegetation between significant land disturbance activities and water bodies. Development in the specific

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37 California Water Code, Section 8590 et seq.

38 California Water Code, Division 7, Section 13000.

39 California Water Code, Division 7, Section 13000, et seq.

plan area adjacent to the historic courses of Mustang Springs Creek (21st Street) and Peachy Canyon Creek (4th Street) would be required to comply with these and other provisions of the basin plan.

Implementation of regulations related to surface water is accomplished through the issuance of NPDES permits, which are issued by the RWQCB for point sources, storm drains, and construction sites. The City storm water management program (SWMP) addresses six minimum control measures (MCMs):

- public education and outreach
- public involvement and participation
- illicit discharge detection and elimination
- construction site storm water runoff control
- post-construction storm water management
- pollution prevention and good housekeeping

6.7.2.3 Local

City of Paso Robles General Plan 2003

The *City of Paso Robles General Plan* Safety Element provides a policy intended to address impacts associated with flooding and drainage hazards.[40]

City of Paso Robles Zoning Code

The City of Paso Robles Zoning Code[41] contains regulations regarding development within and regulation of floodplains.[42] The Floodplain Management section of the Zoning Code is designed to promote public health, safety, and general welfare and to minimize public and private losses due to flood conditions in specific areas by legally enforceable regulations applied uniformly throughout the community to all publicly and privately owned land within flood-prone, mudslide- (i.e., mudflow) or flood-related erosion areas. In order to accomplish its purposes, this Zoning Code chapter includes methods and provisions to restrict or prohibit uses that are dangerous to health, safety, and property due to water or erosion hazards, or that result in dangerous increases in erosion or flood heights or velocities; require that uses vulnerable to floods, including facilities that serve such uses, be protected against flood damage at the time of initial construction; control the alteration of natural floodplain, stream channels,

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40 Rincon Consultants, Inc., *City of El Paso de Robles General Plan 2003*, "Safety Element," December 16, 2003.

41 City of Paso Robles Municipal Code, Title 21, Zoning.

42 City of Paso Robles Municipal Code, Title 21, Zoning, Chapter 21.14, "Floodplain Management."

and natural protective barriers that help accommodate or channel flood waters; control filling, grading, dredging, and other development that may increase flood damage; prevent or regulate the construction of flood barriers that will unnaturally divert flood waters or that may increase flood hazards in other areas.

City of Paso Robles Storm Water Management Plan

The City's Storm Water Management Plan (SWMP) serves as the City's NPDES Phase II Storm Water Management Plan.[43] The SWMP is designed to describe the City's program to comply with the proposed California NPDES General Permit for Storm Water Discharges from Small Municipal Separate Storm Sewer Systems (MS4 Permit). This permit regulates Phase II MS4s in California. The City's SWMP is a guidance document to be used by the City's regulatory body, contractors, and the general public. It is also an evolving program that will be monitored and revised as necessary in order to address changes in the compliance programs or in the Permit requirements.

The City's SWMP defines strategies and guidelines for protection of water quality and reduction of pollutant discharges to the maximum extent practicable from all areas and facilities within the City. The SWMP also discusses best management practices (BMPs), and associated measurable goals that will fulfill the requirements for the six program areas (referred to as "Minimum Requirements") covered by the Phase II Guidelines. The six Minimum Requirements that must be included into the SWMP are

- Public Education,
- Public Participation,
- Illicit Discharge Detection and Elimination,
- Construction Site Storm Water Runoff Control,
- Post Construction Storm Water Management, and
- Pollution Prevention/Good Housekeeping for Municipal Operations.

The SWMP also defines how these BMPs will be monitored, and provides direction for annual reporting. Specific existing City policies, plans, and ordinances are defined as BMPs in the SWMP. These existing BMPs are the baseline of the City's SWMP, and future BMPs will be implemented over the next five years to comply with requirements in the Phase II General Permit.

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43 City of Paso Robles, *City of El Paso de Robles Storm Water Management Plan*, revised December 2008.

City of Paso Robles Storm Drain Master Plan

The objective of Storm Drain Master Plan (SDMP) is to provide an examination of local flood risks within Paso Robles, and list those recommended projects necessary to mitigate those risks to an appropriate level.[44] Specifically, the SDMP identifies capital improvements needed to provide a level of flood protection consistent with the policies established by the City. Capital projects are needed to provide the benefits of reduced flood risk and relief from economic impacts during heavy storm water runoff events. A total of 21.5 million dollars of improvements are identified by the SDMP.

6.7.3 THRESHOLDS OF SIGNIFICANCE

Appendix E of the *Rules and Regulations for the Implementation of the California Environmental Quality Act (CEQA)*[45] contains the Initial Study Environmental Checklist form. Issues presented in the checklist have been used as thresholds of significance in this section. Accordingly, a project may present a significant impact if it would

- violate any water quality standards or waste discharge requirements;
- substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted);
- substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on or off site;
- substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on or off site;
- create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff;
- otherwise substantially degrade water quality;
- place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map;
- place within a 100-year flood hazard area structures that would impede or redirect flood flows;

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44 Schaaf and Wheeler Consulting Civil Engineers, *Draft Report Storm Drain Master Plan, Paso Robles, California,* (March 2007).

45 City of Paso Robles, *Rules and Regulations for the Implementation of the California Environmental Quality Act*, (July 2009).

- expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam; or
- be subject to inundation by seiche, tsunami, or mudflow.

6.7.4 PROJECT IMPACTS

6.7.4.1 Proposed Specific Plan Components

The planning areas of the specific plan interact directly with the Paso Robles aquifer basin and the Salinas River. Both of these are valued resources locally and within the region. The effect of stormwater runoff in Paso Robles on these two important systems can be detrimental from a water quantity and quality perspective.

Rainwater is often considered waste product and a nuisance; therefore, traditional strategies have targeted removing runoff from a site as quickly as possible. The interaction of stormwater with impervious surfaces—such as streets, sidewalks, driveways, parking lots, and buildings—prevents stormwater from infiltrating into the aquifer basin. Instead, surface runoff picks up speed and pollutants, causing a strain on storm drain infrastructure and the Salinas River. By treating rainwater as a resource, it is possible to return to more natural conditions, even within an urban setting. Low-impact designs attempt to mimic the natural hydrologic process by controlling stormwater at the source and allowing it to slowly infiltrate and filter through plants and soils. This process of slowing, filtering, and absorbing, results in reduced burdens on stormdrains and downstream discharge points, as well as cleaner water being discharged into the river. Infiltration techniques will also serve to recharge the aquifer basin. Appropriate techniques and mitigation measures for both the public and private realm are as described below.

Swales

Swales are long, narrow landscaped depressions that are gently sloped along their length. They are primarily used to collect and convey stormwater while slowing down and filtering runoff. Infiltration is an option where soil conditions are favorable. Swales provide natural treatment to stormwater and add landscaping to street corridors. The most common form of swale is vegetated, with depressed linear features, appropriate plantings and amended soils. Swales can also be combined with infiltration trenches in areas with good infiltration. Swales are appropriate for most soil types; however, underdrains should generally be included in areas with poor infiltration. Swales should be 5 to 11 feet wide, where possible, and steep side slopes should be avoided. Swales should also be kept fairly shallow, generally less than 6 inches deep. Soil stabilization measures should be applied to the full length of the swale, and check dams should be installed for swales with slopes greater than 6 percent. Drought-tolerant ground cover

should be planted along side slopes, and drought-/wet-tolerant grasses, shrubs and trees should be planted in the bottom channel. Swales are ideal for long, uninterrupted linear spaces, such as along arterial streets, in parking lots, between buildings, in planting strips and in medians.

Infiltration Trenches

Infiltration trenches are subsurface facilities designed to provide on-site stormwater retention in areas of good infiltration by collecting and recharging stormwater runoff into the ground. Trenches are generally 2 to 5 feet deep, located underneath swales, backfilled with sand or coarse drain rock, and lined with filter fabric. The surface can be planted, covered with grates or boardwalks, or consist of the exposed drainage material. Trenches are effective at volume reduction and may retain the majority of minor storm events. Major storm events should be directed towards a storm drain network once the infiltration trench is at capacity. Trenches filter pollutants to improve water quality and contribute towards groundwater recharge. Infiltration trenches are relatively low maintenance and can be easily retrofitted into existing sidewalk areas and medians. Pre-treatment sediment basins can also cut down on maintenance requirements. Infiltration trenches should be located a minimum of 5 to 10 feet from a building. The slope of the trench should be as close to level as possible, not to exceed 1 percent.

Rain Gardens

Rain gardens are landscaped detention or bioretention facilities designed to slow down and treat stormwater. Runoff is directed to shallow, landscaped depressions that retain minor storm events, allowing stormwater to infiltrate through soil for groundwater recharge. Pollutants are filtered out by soil and plant material. Larger storm events are detained before overflowing the rain garden and discharging into the storm network. Uncompacted soils and good infiltration rates are ideal for rain gardens; however, they can be incorporated in areas with moderate to low infiltration rates with the addition of an underdrain. Rain gardens designed to infiltrate stormwater should be separated from bedrock and high water table to prevent contamination. Also, within 10 feet of a building foundation soils should be lined and drained by an underdrain. A distributed network of smaller facilities is preferred to one large, centralized facility, and the recommended ratio of impervious area to infiltration area is 5:1, dependent upon soil conditions. Rain gardens should be designed to drain within 72 hours. Plantings should be deep rooted and drought/wet tolerant. Rain gardens are often used in conjunction with other stormwater facilities, such as swales, channels, planting strips, infiltration boardwalks, and infiltration trenches. Maintenance can be reduced by incorporating swales or similar facilities to filter out coarse sediments prior to runoff reaching the rain garden. Rain gardens can be implemented in many different geometries and are easily integrated into the leftover landscape design. Rain gardens are often found in the public

realm located within curb extensions, medians, traffic circles, and parking lane planters. Rain gardens can also be used in front of homes or buildings to capture rooftop runoff from disconnected downspouts.

Infiltration Boardwalks

Infiltration boardwalks can provide pedestrian access over exposed stormwater facilities, such as swales and infiltration trenches. Boardwalks reduce impervious surface while integrating stormwater management with pedestrian space. Boardwalks should be flush with the existing sidewalk level and should have gaps of less than 0.25 inch. Flat streets and pathways through naturalized areas are the ideal locations for boardwalks. They can also be used over new curb extensions that are not within the main path of travel, but are not recommended adjacent to transit stops.

Permeable Paving Systems

Permeable paving systems can provide the structural integrity necessary for cars, trucks, and pedestrian areas while reducing direct runoff by absorbing rainfall and providing temporary storage. These systems are designed to allow rainwater to pass through them and be stored temporarily in a rock base before being discharged through subdrains or soaking into the soil. It is important that the subbase be prepared properly and the native soils be evaluated to determine how well they will drain. Pervious paving is best suited for parking lots and parking lanes, low-traffic and low-speed roadways, alleys, patios, driveways and emergency access roadways; however, under the right conditions it can also be applied to roadways with higher traffic and speeds. Permeable surfaces require routine street sweeping using vacuum sweepers every six months as well as scheduled vacuum removal of gap pea-stones and joint refilling every 5 to 10 years.

Types of Permeable Paving Systems:

- Pervious Asphalt and Concrete. Pervious asphalt and concrete are lacking the fines that are added to standard asphalt and concrete, which allows water to drain through small holes in the surface. Pervious asphalt is less expensive than pervious concrete; however it is not appropriate for installations where there will be a lot of stopping, starting, and tire turning. Pervious asphalt has been successfully used on high-speed roads that have no turning vehicles and even reduces water ponding and hydroplaning.

- Permeable Pavers. All permeable pavers have spaces between them and are underlain by pervious material that will be permeable. Spaces can be filled with sand or another material that will allow water to drain through. Interlocking concrete pavers come in a variety of colors, styles, and patterns; however, they are generally more costly to install that pervious asphalt or concrete. Permeable pavers should not be installed on slopes over 5 percent.

- Reinforced Gravel Paving. Areas experiencing low traffic can use a gravel paving system rather than standard asphalt or concrete. These systems incorporate gravel without the fines and some sort of grid support to create a rigid surface.
- Reinforced Grass Paving. A grass paving system combines planting and a structural grid, generally constructed of plastic or concrete. Used in the right low-traffic situations, these systems allow plants to grow and water to soak into the soil.

Channels and Runnels

Channels and runnels are concrete- or stone-lined rainwater conveyance systems. They reduce the need for buried drain pipe by conveying surface water to other stormwater facilities. Channels can vary in depth depending on the application and can include aesthetic, artistic, and educational features. Channels and runnels can be constructed of any durable, impermeable material and are appropriate for most street and open space types. Runnels are typically 10 to 36 inches wide with depths less than 2 to 2.5 inches, while channels are typically deeper with vertical hard sides and a hard or natural bottom. Channels should be set back a minimum of 2 feet from the sidewalk or curb. Runnels should also have a gentler slope than channels, which should not be steeper than 6 percent.

Flow-Through and Infiltration Planters

Flow-through and infiltration planters are landscape features that also provide stormwater runoff control and treatment. Flow-through planters are sealed on all sides and fitted with an underdrain. They only absorb as much water as soil and plants in the planter can accommodate. Once the planter is at capacity, water is then discharged through the underdrain. Flow-through planters slow down stormwater discharge and provide biofiltration. They are ideal for receiving roof runoff from downspouts and can be incorporated into foundation walls. Infiltration planters are similar to flow-through planters except they are open on the bottom, allowing runoff to soak into the native soil. Infiltration planters are used to collect, filter, and infiltrate runoff from roofs, streets, sidewalks, driveways, and patios. Planters should be designed to have standing water for a maximum of 48 hours and should be at least 2 feet wide to accommodate underdrain systems.

Hollywood Driveway

Hollywood driveways reduce the amount of impervious area by removing the center strip of the driveway. Tire tracks should be approximately 2 feet wide, and the center strip should be comprised of a porous material.

Curb Extensions

Curb extensions are an extension of the street edge into the street. They are often used to promote traffic calming but can provide stormwater benefits as well. Stormwater flowing along the street is slowed, filtered, and allowed to infiltrate before reaching storm drain networks. Curb extensions should generally limit ponding water to depths less than 6 inches and include drought/wet-tolerant landscaping. Curb extensions can be added to existing streets with minimal disturbance and also provide an aesthetic improvement to the street. Curb extensions come in many different shapes and sizes and can take on the characteristics of bioretention areas, swales, or planters depending on the application. Wide streets with underused parking areas and planted landscapes are ideal opportunities for adding curb extensions.

Disconnected Downspouts

Disconnected downspouts prevent roof runoff from entering directly into the stormdrain network. Roof water can drain to lawns and gardens where plants and soils filter out pollutants. Downspouts should be directed to a splash block to reduce the velocity and impact of falling water. Downspouts should also be directed towards an area that slopes away from the building (at least 2 percent), and water must discharge at least 6 feet from a structure's basement and at least 2 feet from a slab foundation.

Rain Barrels

Rain barrels are connected directly to downspouts to capture and store runoff for future use. Stormwater discharge is slowed down and water can be reused for irrigation. A minimum 50 gallons of storage is suggested. Barrels must also have a cover to prevent insect and debris collection.

Cisterns

Cisterns function similar to rain barrels by collected stormwater and storing it for reuse, but on a much larger scale. Cisterns can be stored above ground, buried below ground, or located inside of buildings. They typically store rainwater for reuse in irrigation, mechanical uses, toilet flushing, and fire prevention. Rainwater harvesting is becoming a more common and encouraged practice as strain on the state's water supply is ever increasing.

Green Roofs

Where density limits the opportunity for infiltration, green roofs are a good way to capture and filter runoff. Green roofs can be either intensive or extensive. Intensive roofs have a deep growing medium, which allows the planting of trees and shrubs. The depth of the growing medium requires extra loading requirements and irrigation and subdrain systems. Extensive roofs have a thin growing medium, require

little maintenance, and are generally much less expensive than intensive roofs. All green roofs must contain a waterproof, root-resistant layer beneath the growing medium.

Sustainable Storm Drainage

The specific plan provides sustainable stormwater standards that encourage development practices that use stormwater within individual project sites as much as possible. The specific plan recommends the use of pervious surfaces and stormwater capture and reuse strategies that allow storm flows to be captured on site and percolate through soils or pervious paving materials.

Uptown Zone

Drainage conditions in the Uptown Zone are fair with most areas draining fairly well, incurring only minor flooding during large storm events. Specific areas are known to experience regular flooding and standing water in the winter with more significant flooding occurring during large storm events. Unpaved or pervious areas in the Uptown Zone demonstrate fair infiltration and should be tested on a case-by-case basis for suitability of low-impact development (LID) techniques.

Midtown Zone

Drainage conditions in the Midtown Zone are poor, with most areas experiencing frequent flooding during storm events. Visible pavement damage along 23rd, 22nd, and 21st Streets indicate water damage from poor drainage and surface runoff. Portions of the Midtown Zone area are indicated on the FEMA maps as high-priority flood insurance zones. The historic drainage path for Mountain Spring Creek follows 23rd Street from the west, flowing along Oak Street, across Scolaris parking lot, heading east down 21st Street and ultimately discharging in the vicinity of the Paso Robles Event Center. This historic drainage path provides an opportunity to develop a naturalized open channel connected to the existing storm drain. This combination of a naturalized swale and stormwater structures will serve to mitigate flooding, provide stormwater treatment benefits, and add green space in the public realm.

The majority of unpaved or pervious areas in the Midtown Zone demonstrate fair infiltration and specific sections of this zone, especially along the historic stream course of Mountain Spring Creek, may facilitate infiltration into the aquifer system. These areas should be tested on a case-by-case basis for suitability of LID techniques.

Downtown Zone

Existing drainage conditions in the Downtown Zone are fair, with some areas experiencing flooding during large storm events. The majority of upgrades involve the installation of pipes to accommodate

flow that historically drained on the surface. These improvements will be complimented by the Low Impact Development techniques described in the infrastructure and code section of this document.

South of Downtown Zone

Drainage conditions in the South of Downtown Zone are poor, with large portions of the zone experiencing frequent flooding during storm events. Visible pavement damage in this area indicates water damage from poor drainage and the need for more advanced stormwater management. Portions of the South of Downtown Zone area are indicated on the FEMA maps as high-priority flood insurance zones and previous master planning efforts have identified multiple storm drain structures in need of retrofit and/or replacement. Similar to the Midtown Zone, there are historic drainage paths that indicate where flooding has occurred or been encountered. These provide opportunities to develop a naturalized open channel connected to the existing stormdrain. Also proposed along one of these historic drainages is the use of open space bound by 4th Street, Oak Street, 3rd Street, and Vine Street as a bioretention area to mitigate flooding and improve the quality of the stormwater flowing into the river during storm events.

The majority of unpaved or pervious areas in the South of Downtown Zone demonstrate fair infiltration and specific sections of this zone, especially along the historic stream course of Peachy Canyon Creek. These areas may facilitate infiltration into the aquifer system and should be tested on a case-by-case basis for suitability of LID techniques.

Riverside Corridor Zone

Drainage conditions in many areas of the Riverside Corridor Zone are poor, with portions of the zone experiencing frequent flooding during storm events. Visible pavement damage in these areas indicates water damage from poor drainage and the need for more advanced stormwater management. Portions of the Riverside Corridor Zone area are indicated on the FEMA maps as high-priority flood insurance zones and previous master planning efforts have identified multiple storm drain structures in need of retrofit and/or replacement. Similar to the Midtown and South of Downtown zones, there are historic drainage paths that indicate where flooding has occurred or been encountered. These provide opportunities to develop a naturalized open channel connected to the existing stormdrain. Also proposed along one of these historic drainage paths is the use of open space at the Event Center as a bioretention area to mitigate flooding and improve the quality of the stormwater flowing into the river during storm events. The majority of unpaved or pervious areas in the Riverside Corridor Zone demonstrate excellent infiltration and may be ideal for LID techniques.

6.7.4.2 Impact Analysis

The environmental impact analysis presented in this section is based on the results of information received in response to the Notice of Preparation (NOP), and/or other review of the project by planning

staff for issues that were determined to be potentially significant, or for issues identified by reviewing agencies, organizations, or individuals commenting on the NOP that made a reasonable argument that the issue was potentially significant (see **Responses to the NOP**, **Appendix 2.0**).

6.7.4.2.1: Violate any water quality standards or waste discharge requirements. (Class IV – Beneficial)

Impact Analysis

Low-impact designs included in the specific plan attempt to mimic the natural hydrologic process by controlling stormwater at the source, and allowing it to slowly infiltrate and filter through plants and soils. Infiltration techniques serve to reduce surface runoff and improve water quality by filtering pollutants and sediments. Appropriate techniques and mitigation measures for both the public and private realm, which include limiting the amount of impervious surfaces allowed for different types of buildings, are included in the specific plan. These design features are summarized under heading **6.7.4.1, Proposed Specific Plan Components,** above. These design features would be implemented within appropriate public areas such as street rights-of-way and other public easements throughout the specific plan area over the course of the specific plan's buildout. Furthermore, individual projects developed within the specific plan area would be required to implement sustainable stormwater drainage practices to address runoff created by each project. In addition, the specific plan would maintain the Salinas River as open space, which would preserve the river channel.

The specific plan would be consistent with the General Plan Policy C-1C, Action Item 1, which maintains and updates the SWMP and implements, as feasible, recommended actions, and best management practices described in the SWMP. The SWMP serves as the City's NPDES Phase II Storm Water Management Plan. The SWMP is designed to describe the City's program to comply with the proposed California NPDES General Permit for Storm Water Discharges from Small Municipal Separate Storm Sewer Systems (MS4 Permit). This permit regulates Phase II MS4s in California. The City's SWMP is a guidance document to be used by the City's regulatory body, contractors, and the general public. It is also an evolving program that will be monitored and revised as necessary in order to address changes in the compliance programs or in the permit requirements. The City's SWMP defines strategies and guidelines for protection of water quality and reduction of pollutant discharges to the maximum extent practicable from all areas and facilities within the City.

Compliance with the City's SWMP would ensure that development under the specific plan would not violate and water quality standards or waste discharge requirements and would result in a beneficial (Class IV) impact.

Mitigation Measures

No mitigation is required.

Residual Impacts

The specific plan would not violate and water quality standards or waste discharge requirements and would result in a beneficial (Class IV) impact.

6.7.4.2.2: Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., Would the production rate of pre-existing nearby wells drop to a level which would not support existing land uses or planned uses for which permits have been granted)? Would decreased rainfall infiltration or groundwater recharge reduce stream baseflow? (Class IV – Beneficial)

Impact Analysis

The specific plan area—within the Uptown, Midtown, Downtown, South of Downtown, and Riverside Corridor zones—consists of mostly developed urban uses. Infiltration in these areas occurs mostly through landscaped areas. The Salinas River Zone is undeveloped and offers excellent infiltration of stormwater, as shown in **Figure 6.7-3.**

The interaction of stormwater with impervious surfaces, such as streets, sidewalks, driveways, parking lots, and buildings prevents stormwater from infiltrating into the aquifer basin. Low-impact designs included in the specific plan attempt to mimic the natural hydrologic process by controlling stormwater at the source and allowing it to slowly infiltrate and filter through plants and soils. Infiltration techniques serve to recharge the aquifer basin. Appropriate techniques and mitigation measures for both the public and private realm, which include limiting the amount of impervious surfaces allowed for different types of buildings, are included in the specific plan. These design features are summarized under heading **6.7.4.1, Proposed Specific Plan Components,** above. These design features would be implemented within appropriate public areas such as street rights-of-way and other public easements throughout the specific plan area over the course of the specific plan's buildout. Furthermore, individual projects developed within the specific plan area would be required to implement sustainable stormwater drainage practices to address runoff created by each project. In addition, the specific plan would maintain the Salinas River as open space, which would preserve the river channel as a major location for infiltration of stormwater and basin recharge.

The City, via its 2005 Urban Water Management Plan, is taking measures to protect its groundwater resources. In addition, the Paso Robles groundwater basin study[46] indicated that the groundwater basin was operating well below its safe yield. Therefore, overdraft of the basin is not a concern.

The specific plan would be consistent with the general plan, which contains policies intended to protect groundwater sources. Policy C-1A encourages development and implementation of various innovative water provision and conservation programs that help to ensure an adequate supply of water for the City. Specifically, Action Item 2 encourages the use of basin recharge programs through non-traditional methods, including storm drainage systems designed to discharge to aquifer recharge areas and developing/improving water recharge along historic drainage patterns along/adjacent to creeks and/or rivers.

Therefore, with implementation of the specific plan, ground water infiltration within the specific plan area would be increased, and would result in a beneficial (Class IV) impact regarding groundwater recharge.

Mitigation Measures

No mitigation is required

Residual Impacts

Impacts regarding groundwater recharge would be beneficial (Class IV).

6.7.4.2.3: Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on or off site. (Class IV – Beneficial)

Impact Analysis

The specific plan includes a variety of stormwater drainage practices that would increase infiltration, thereby reducing erosion within the specific plan area. These design features are summarized above under heading **6.7.4.1, Proposed Specific Plan Components**. These design features would be implemented within appropriate public areas such as street rights-of-way and other public easements throughout the specific plan area over the course of the specific plan's buildout.

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46 Fugro West, Inc. and Cleath and Associates, *Geologic and Hydrogeologic Investigation of the Paso Robles Groundwater Basin, 2002 Final Report*.

In addition, the specific plan proposes to develop a naturalized open channel connected to the existing stormdrain along the historic drainage path of Mountain Spring Creek in the Midtown Zone. Within the South of Downtown Zone there are opportunities to develop a naturalized open channel connected to the existing storm drain along historic drainages and to use open space bound by 4th Street, Oak Street, 3rd Street and Vine Street as a bioretention area to mitigate flooding and improve the quality of the stormwater flowing into the river during storm events. Implementation of drainage improvements such as these would help to reduce erosion and flooding by returning the area to more natural drainage patterns.

The specific plan[47] would be consistent with the City of Paso Robles Zoning Code,[48] which contains regulations regarding development within and regulation of floodplains.[49] The Floodplain Management section of the Zoning Code includes methods and provisions to, among other things, restrict water or erosion hazards that result in damaging increases in erosion or flood heights or velocities; control the alteration of natural floodplain, stream channels, and natural protective barriers that help accommodate or channel flood waters; and control filling, grading, dredging, and other development that may increase flood damage.

The specific plan would be consistent with the policies of the general plan, and would comply with the applicable regulations located within the Floodplain Management section of the Zoning Code.[50] In addition, the specific plan would implement various sustainable stormwater practices that would have a positive effect on drainage and erosion in the specific plan area. Therefore, impacts regarding drainage patterns and erosion would be beneficial (Class IV).

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts regarding drainage patterns and erosion would be Class IV, Beneficial.

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47 Moule & Polyzoides Architects and Urbanists, *Downtown Specific Plan-Uptown & Town Centre*, Chapter 5, Section 5.3 E, p. 5:9.

48 City of Paso Robles Municipal Code, Title 21, Zoning.

49 City of Paso Robles Municipal Code, Title 21, Zoning, Chapter 21.14, "Floodplain Management."

50 City of Paso Robles Municipal Code, Title 21, Zoning.

6.7.4.2.4: Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or off site. (Class IV – Beneficial)

Impact Analysis

The interaction of stormwater with impervious surfaces (e.g., streets, sidewalks, driveways, parking lots, and buildings) can increase runoff altering the flow of streams and rivers and increase flooding impacts. Low-impact designs included in the specific plan attempt to mimic the natural hydrologic process by controlling stormwater at the source and allowing it to slowly infiltrate and filter through plants and soils. Infiltration techniques serve to reduce surface runoff. Appropriate techniques and mitigation measures for both the public and private realm, which include limiting the amount of impervious surfaces allowed for different types of buildings, are included in the specific plan. These design features are summarized under heading **6.7.4.1, Proposed Specific Plan Components,** above. These design features would be implemented within appropriate public areas such as street rights-of-way and other public easements throughout the specific plan area over the course of the specific plan's buildout. Furthermore, individual projects developed within the specific plan area would be required to implement sustainable stormwater drainage practices to address runoff created by each project. In addition, the specific plan would maintain the Salinas River as open space that would preserve the river channel in its natural state.

The City of Paso Robles Zoning Code[51] contains regulations regarding development within and regulation of floodplains.[52] The Floodplain Management section of the Zoning Code is designed to promote public health, safety, and general welfare and to minimize public and private losses due to flood conditions in specific areas by legally enforceable regulations applied uniformly throughout the community to all publicly and privately owned land within flood-prone, mudslide- (i.e., mudflow) or flood-related erosion areas. In order to accomplish its purposes, this Zoning Code chapter includes methods and provisions to restrict or prohibit uses that result in damaging increases in erosion or flood heights or velocities; require that uses vulnerable to floods, including facilities that serve such uses, be protected against flood damage at the time of initial construction; control the alteration of natural floodplain, stream channels, and natural protective barriers that help accommodate or channel flood waters; control filling, grading, dredging, and other development that may increase flood damage; and prevent or regulate the construction of flood barriers that will unnaturally divert flood waters or that may increase flood hazards in other areas.

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51 City of Paso Robles Municipal Code, Title 21, Zoning.

52 City of Paso Robles Municipal Code, Title 21, Zoning, Chapter 21.14, "Floodplain Management."

The specific plan's proposed sustainable stormwater drainage features would be consistent with the general plan, which contains policies intended to mitigate flood risk. Policy C-1C provides for storm drain systems that efficiently and safely mitigate flood risk, while effectively conveying runoff to the Salinas River. Specifically, Action Item 2 establishes revised development standards as may be appropriate, that include, but are not limited to, the following:

- For large developments that feature substantial amounts of impervious surfaces, detain water flows to prevent overflow of waterways and inundation of developed areas.
- Direct surface water runoff from developed areas to storm-water detention facilities. The facilities should be designed to both mitigate flood flows while providing safe and efficient low-flow conveyance.
- Maintain natural streams to provide, at minimum, flow capacity for 100-year storm conditions.
- Conduct floodplain acquisition, flood control projects, and recharge programs to accommodate increased runoff from new development. These programs should be funded by developers, at rates proportional to the projected increase in runoff associated with their developments.

The specific plan would be consistent with the policies of the general plan, and would comply with the applicable regulations located within the Floodplain Management section of the Zoning Code.[53] In addition, the specific plan would implement various sustainable stormwater practices that would have a positive effect on runoff and flooding in the specific plan area. Therefore, impacts regarding runoff and flooding would be Beneficial (Class IV).

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts regarding runoff and flooding would be beneficial (Class IV).

6.7.4.2.5: Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. (Class IV – Beneficial)

Impact Analysis

Throughout the specific plan area, stormwater runoff is conveyed through streets, ditches, and storm drains to the Salinas River. The City has limited City-owned storm drains within the specific plan area, so runoff is mostly conveyed through streets and ditches. Runoff is then conveyed under Highway 101,

53 City of Paso Robles Municipal Code, Title 21, Zoning.

primarily through California Transportation Department (Caltrans) culverts, before outfalling into the Salinas River. Deficiencies in the conveyance and capacity of the system, as well as a lack of pervious groundcover, contribute to runoff levels in many areas being above the top of the curb. In many areas the runoff level is greater than 1 foot above the street level. **Figure 6.7-2, Existing Development Flooding Depths,** shows existing flooding depths at various areas in the specific plan area.

Low-impact designs included in the specific plan attempt to mimic the natural hydrologic process by controlling stormwater at the source and allowing it to slowly infiltrate and filter through plants and soils. Infiltration techniques serve to reduce surface runoff drainage systems must carry and filter pollutants. Appropriate techniques and mitigation measures for both the public and private realm are included in the specific plan. These design features are summarized under heading **6.7.4.1, Proposed Specific Plan Components,** above. These design features would be implemented within appropriate public areas such as street rights-of-way and other public easements throughout the specific plan area over the course of the specific plan's buildout. Furthermore, individual projects developed within the specific plan area would be required to implement sustainable stormwater drainage practices to address runoff and pollution created by each project. As the specific plan provides for drainage improvements that would alleviate storm drain capacity problems and reduce pollutants, impacts would be beneficial (Class IV).

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts regarding stormdrain capacity and pollutants would be beneficial (Class IV).

6.7.4.2.6: Otherwise substantially degrade water quality. (Class III, Not Significant)

Impact Analysis

As analyzed above, implementation of specific plan sustainable stormdrain features along with compliance with the general plan policies and the SWMP would ensure that development of the specific plan would not substantially degrade water quality. Therefore, impacts regarding water quality would be less than significant (Class III).

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts regarding water quality would be less than significant (Class III).

6.7.4.2.7: Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map. (Class III – Not Significant)

Impact Analysis

The primary effect of flooding, where urban encroachment on floodplains has occurred, is the threat to life and property. Floods may also create health and safety hazards and disruption of vital public services. Economic costs may include a variety of flood relief expenses, as well as investment in flood control facilities to protect endangered development. The extent of damage caused by flood depends on the topography of the flooded area; depth, duration, and velocity of floodwaters; the extent of development in the floodplain; and the effectiveness of forecasting, warnings, and emergency operations. Encroachment onto floodplains, such as artificial fills and structures, reduces the capacity of the floodplain and increases the height of floodwater upstream of the obstructions.

The Federal Emergency Management Agency (FEMA) has prepared Flood Insurance Rate Maps (FIRM) for areas within the current City limits of Paso Robles. These maps indicate that several areas within the current City limits are located within a 100-year floodplain. The 100-year flood, or "base flood," refers to the flood resulting from a storm event that has a probability of occurring once every 100 years, or a 1 percent chance of occurring in any given year. Areas mapped in the 100-year floodplain area subject to inundation during a 100-year storm event. These areas are depicted on **Figure 6.7-1**. Several portions the specific plan area are located in a 100-year floodplain. As shown, the 100-year floodplain includes the Salinas River Channel, and extends westward into portions of the Riverside Corridor. Specifically, areas located within the 100-year floodplain include areas east of Highway 101, the location of the Paso Robles Event Center, and portions of the Midtown Zone along 23rd, 22nd, and 21st Streets, which is the historic path of Mountain Spring Creek.

As detailed in the specific plan[54] the Salinas River Zone's boundaries respect the state and federal boundaries restricting development adjacent to natural waterways, and the City-determined boundaries set in place to restrict development of facilities within potential flood areas that might be beyond the capacity of the City to protect, maintain, and/or replace should they be damaged. In addition, the Salinas River Zone boundaries are meant to restrict the development of permanent structures that could

54 Moule & Polyzoides Architects and Urbanists, *Downtown Specific Plan-Uptown & Town Centre*, Chapter 2, Section 2.1.9, "Salinas River," p. 2:17 and 2:18.

potentially raise the height of the 100-year floodway per FEMA and Army Corps of Engineers regulations. However, the development of small structures, paths, or trails may be permitted within these boundaries.

The specific plan proposes the Salinas Trail System within the Salinas River area and portions of the Riverside Corridor area. Portions of the trail system would be located within the 100-year floodplain. In addition, the expansion of the Paso Robles Event Center, proposed within the Riverside Corridor, would be located within the 100-year floodplain. Neither of these projects would include housing. Therefore, no impact would occur with regards to flooding in these areas.

The specific plan provides sustainable stormwater development standards that would improve flooding conditions within the specific plan area. Several policies are proposed within the Safety Element that would help minimize flood hazard effects. Action Items 3 and 4 of Policy S-1D in the proposed Safety Element address flooding hazards. Action Item 3 discourages the locating of critical facilities within the hazards areas, including the 100-year floodplain. Action Item 4 allows noncritical facilities to be located in potential flood areas only if the facilities are elevated or flood-proofed above the level of the 100-year flood, in accordance with FEMA requirements. In addition, Policy C-1C provides for storm drain systems that efficiently and safely mitigate flood risk.

The specific plan[55] would be consistent with the City of Paso Robles Zoning Code,[56] which contains regulations regarding development within and regulation of floodplains.[57] The Floodplain Management section of the Zoning Code is designed to promote public health, safety, and general welfare and to minimize public and private losses due to flood conditions in specific areas by legally enforceable regulations applied uniformly throughout the community to all publicly and privately owned land within flood-prone, mudslide- (i.e., mudflow) or flood-related erosion areas. In order to accomplish its purposes, this Zoning Code chapter includes methods and provisions to restrict or prohibit uses that are dangerous to health, safety, and property due to water or erosion hazards, or that result in damaging increases in erosion or flood heights or velocities; require that uses vulnerable to floods, including facilities that serve such uses, be protected against flood damage at the time of initial construction; control the alteration of natural floodplain, stream channels, and natural protective barriers that help accommodate or channel flood waters; control filling, grading, dredging, and other development that may increase flood damage; and prevent or regulate the construction of flood barriers that will unnaturally divert flood waters or that may increase flood hazards in other areas.

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55 Moule & Polyzoides Architects and Urbanists, *Downtown Specific Plan-Uptown & Town Centre*, Chapter 5, Section 5.3 E, p. 5:9.

56 City of Paso Robles Municipal Code, Title 21, Zoning.

57 City of Paso Robles Municipal Code, Title 21, Zoning, Chapter 21.14, "Floodplain Management."

The areas discussed above, which would be located within the 100-year floodplain, would be required by Action Item 4 and federal law to be elevated above the level of the 100-year floodplain. The requirement is that elevations typically be 1 to 2 feet above the flood level. Therefore, assuming compliance with the proposed policies in the general plan and the Floodplain Management section of the Zoning Code, impacts regarding flooding would be less than significant (Class III).

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts regarding flooding would be less than significant (Class III).

6.7.4.2.8: Place within a 100-year flood hazard area structures which would impede or redirect flood flows. (Class III – Not Significant)

Impact Analysis

Areas mapped in the 100-year floodplain area subject to inundation during a 100-year storm event. These areas are depicted on **Figure 6.7-1**. Several portions the specific plan area are located in a 100-year floodplain. As shown, the 100-year floodplain includes the Salinas River Channel and extends westward into portions of the Riverside Corridor. Specifically, areas located within the 100-year floodplain include areas east of Highway 101, the location of the Paso Robles Event Center, and portions of the Midtown Zone along 23rd, 22nd, and 21st Streets, which is the historic path of Mountain Spring Creek. Flooding in these areas is localized, and structures existing in these locations or structures that may be developed under the specific plan would not be of sufficient size to impede or redirect flood flows. In addition, the Salinas River Zone boundaries are meant to restrict the development of permanent structures that could potentially raise the height of the 100-year floodway per FEMA and the Army Corps of Engineers regulations. Therefore, impacts with regards to redirecting or impeding flood flows would be less than significant (Class III).

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts with regards to redirecting or impeding flood flows would be less than significant (Class III).

6.7.4.2.9: Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam. (Class III – Not Significant)

Impact Analysis

Impacts regarding flooding in the 100-year flood zone are discussed above.

The City of Paso Robles is not in the dam inundation area for any major stream or river in the region. The Santa Margarita Reservoir Dam is located a sufficient distance (i.e., approximately 20 miles) from the specific plan area to preclude potential inundation. There are no other dams or reservoirs (except small local detention facilities) upstream of the specific plan area on any tributary of the Salinas River. The specific plan would result in a less than significant (Class III) impact regarding dam inundation.

Mitigation Measures

No mitigation is required.

Residual Impacts

The specific plan would result in a less than significant (Class III) impact regarding dam inundation.

6.7.4.2.10: Inundation by mudflow. (Class III – Not Significant)

Impact Analysis

A mudflow is a fast moving mass of unconsolidated, saturated debris that looks like flowing concrete. Generally, the debris flows form when unconsolidated material becomes saturated and unstable. Flows move downhill by the force of gravity and are generally located on steep slopes and mountain valleys. The specific plan area is not in an area that is susceptible to slope failure, including mudflows. Impacts regarding mudflows are not significant (Class III). Please see **Section 6.5, Geology and Soils,** of this EIR for further discussion of slope failure.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts regarding mudflows are less than significant (Class III).

6.7.4.2.11: Conflict with any Best Management Practices found within the City's Storm Water Management Plan. (Class IV – Beneficial)

Impact Analysis

The City's SWMP defines strategies and guidelines for protection of water quality and reduction of pollutant discharges to the maximum extent practicable from all areas and facilities within the City. The SWMP also discusses best management practices (BMPs), and associated measurable goals that will fulfill the requirements for the six program areas (referred to as Minimum Requirements) covered by the Phase II Guidelines. The six Minimum Requirements that must be included into the SWMP are:

- Public Education
- Public Participation
- Illicit Discharge Detection and Elimination
- Construction Site Storm Water Runoff Control
- Post Construction Storm Water Management
- Pollution Prevention/Good Housekeeping for Municipal Operations

The SWMP also defines how these BMPs will be monitored, and provides direction for annual reporting. Specific existing City policies, plans, and ordinances are defined as BMPs in the SWMP. These existing BMPs are the baseline of the City's SWMP, and future BMPs will be implemented over the next five years to comply with requirements in the Phase II General Permit.

Post-construction BMPs that are applicable to the specific plan are as follows:[58]

- Define the City's environmental impact mitigation in regards to new development. Mitigation calls for properties that benefit from certain services such as storm drain maintenance and other services to contribute their fair share of the costs of operating and maintaining them.

  Under the specific plan, individual development projects would be required to construct BMPs as described in the specific plan.

- Development will be required to meet the highest quality standards in terms of design, construction, and aesthetic quality and encourages the preservation of natural resources, including the Salinas River and other major drainages.

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58 City of Paso Robles, *City of El Paso de Robles Storm Water Management Plan*, Section 8.2.1, revised December 2008, p. 8-2.

The specific plan would preserve the Salinas River as open space as described in the specific plan's Salinas River Zone. In addition, the specific plan would use low-impact designs that attempt to mimic the natural hydrologic process by controlling stormwater at the source, and allow it to slowly infiltrate and filter through plants and soils. Appropriate techniques and mitigation measures for both the public and private realm, which include limiting the amount of impervious surfaces allowed for different types of buildings, are included in the specific plan. These design features are summarized under heading **6.7.4.1, Proposed Specific Plan Components,** above.

- Specific plans should be large enough to include unique physical characteristics, such as major drainage courses that could best be preserved via methods such as common open space areas financed via development impact fees.

- The specific plan area consists of approximately 1,095 acres, which is sufficiently large to include unique physical characteristics such as major drainage courses that could best be preserved via methods such as common open space areas financed via development impact fees.

Impacts regarding consistency with the City's SWMP would be beneficial (Class IV).

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts regarding consistency with the City's SWMP would be beneficial (Class IV).

6.7.4.2.12: Substantially decrease or degrade watershed storage of runoff, wetlands, riparian areas, aquatic habitat, or associated buffer zones. (Class IV – Beneficial)

Impact Analysis

As discussed above, the specific plan includes numerous sustainable stormwater drainage practices that would increase infiltration within the specific plan area. This reduce runoff, and increase pollutant filtration and groundwater recharge. In addition, the specific plan would maintain the Salinas River as Open Space, provide for restoration of areas of the river channel, and provide adequate buffer zones along the river. Therefore, impacts regarding degradation of watershed storage of runoff, wetlands, riparian areas, aquatic habitat, or associated buffer zones would be beneficial (Class IV).

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts regarding degradation of watershed storage of runoff, wetlands, riparian areas, aquatic habitat, or associated buffer zones would be beneficial (Class IV).

6.7.5 CUMULATIVE IMPACTS

6.7.5.1: Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.) (Class III – Not Significant)

Impact Analysis

Cumulative development would alter landforms in the City and would expose new residents and property to hazards from erosion and flooding. Development under the specific plan would contribute to these cumulative impacts. However, grading and associated erosion issues would be addressed on a case-by-case basis to mitigate impacts resulting from individual projects.

Cumulative development would increase overall activity levels in the area, with potential increases in sedimentation and concentration of contaminants such as oil, grease, and solvents in surface runoff that are discharged to local waterways. However, all development on sites of over 1 acre would be subject to NPDES permit requirements pertaining to construction activity while all development in the City would be subject to various City requirements pertaining to controlling erosion and preserving water quality. In addition, the specific plan includes numerous sustainable stormwater drainage design measures that would increase infiltration in the specific plan area and reduce pollutants entering waterways. These standard requirements would be expected to reduce cumulative impacts to water quality to a less than significant level.

All development would have the potential to result in an increase in impervious surface area, thereby increasing peak storm runoff in the area. The proposed project may incrementally contribute to this increase. However, the specific plan includes numerous sustainable stormwater drainage design measures that would increase infiltration in the specific plan area and reduce surface runoff. These design features would be implemented within appropriate public areas such as street rights-of-way and other public easements throughout the specific plan area over the course of the specific plan's buildout. All development proposals would be required to implement appropriate measures provided in the specific plan for sustainable stormwater management. With implementation of these design standards,

cumulative impacts pertaining to flooding and drainage are anticipated to be less than significant (Class III).

Mitigation Measures

No mitigation is required.

Residual Impacts

Cumulative impacts with regards to hydrology and water quality would be Class III, Not Significant.

6.7.6 GENERAL PLAN CONSISTENCY ANALYSIS

The *City of El Paso de Robles General Plan* is the primary policy planning document that provides the framework for management and utilization of the City's physical, economic, and human resources. The specific plan is designed to meet the goals established in the City's general plan by providing a framework for future development within the planning area. **Table 6.7-1, General Plan Consistency Analysis,** analyzes the specific plan's consistency with the general plan's policies from the Safety and Conservation elements. As shown, the specific plan would be consistent with all general plan policies relevant to hydrology and water quality.

Table 6.7-1
General Plan Consistency Analysis

General Plan Policy	Analysis
POLICY S-1D: Structural Safety. Rely on the City's planning and building permit review process to ensure that existing and proposed structures are adequately designed, and to reduce susceptibility to damage from fire, flooding, and geologic hazards.	**Consistent.** Development in the specific plan area would be subject to the requirements of the CBC, the Floodplain Management section of the City's Zoning Code, and FEMA and the Army Corps of Engineers regulations.
POLICY C-1A: Water Source, Supply, and Distribution. Develop and implement various innovative water provision and conservation programs that help to ensure an adequate supply of water for the City.	**Consistent.** Action Item 2 encourages the use of basin recharge programs through non-traditional methods including storm drainage systems designed to discharge to aquifer recharge areas and developing/improving water recharge along historic drainage patterns along/adjacent to creeks and/or rivers. Low-impact designs included in the specific plan attempt to mimic the natural hydrologic process by controlling stormwater at the source, and allowing it to slowly infiltrate and filter through plants and soils. Infiltration techniques serve to recharge the aquifer basin. Appropriate techniques and mitigation measures for both the public and private realm, which include limiting the amount of impervious surfaces allowed for different types of buildings, are included in the specific plan.
POLICY C-1C: Storm Drainage. Provide storm drain systems that efficiently and safely mitigate flood risk, while effectively conveying run-off to the Salinas River and Huerhuero Creek.	**Consistent.** The specific plan provides design standards for sustainable stormwater management that would improve flooding conditions within the specific plan area. The specific plan would be consistent with the City of Paso Robles Zoning Code, which contains regulations regarding development within and regulation of floodplains. The Floodplain Management section of the Zoning Code is designed to promote public health, safety, and general welfare and to minimize public and private losses due to flood conditions in specific areas by legally enforceable regulations applied uniformly throughout the community to all publicly and privately owned land within flood-prone, mudslide- (i.e., mudflow) or flood-related erosion areas. In order to accomplish its purposes, this Zoning Code chapter includes methods and provisions to: restrict or prohibit uses that are dangerous to health, safety, and property due to water or erosion hazards, or that result in damaging increases in erosion or flood heights or velocities; require that uses vulnerable to floods, including facilities that serve such uses, be protected against flood damage at the time of initial construction; control the alteration of natural floodplain, stream channels, and natural protective barriers that help accommodate or channel flood waters; control filling, grading, dredging, and other development that may increase flood damage; prevent or regulate the construction of flood barriers that will unnaturally divert flood waters or that may increase flood hazards in other areas.

6.8 LAND USE AND PLANNING

SUMMARY

The Downtown Specific Plan / Uptown & Town Centre (Uptown/Town Centre Specific Plan) *proposes to revise the land use designation and replace the zoning for the area. The new land use designations would be consistent with the* City of El Paso de Robles General Plan*'s specific plan requirements. The zoning will be replaced with a form-based code. As a result, the specific plan will provide for changes in land use that will result in increased density for both residential and commercial uses in the area. Development under the proposed* Uptown/Town Centre Specific Plan *would not divide any existing neighborhoods, would not—with approval of the proposed general plan and zoning code amendments—conflict with existing plans, and as such would not result in any significant impacts (Class III).*

6.8.1 EXISTING CONDITIONS

The Land Use Element of the *Paso Robles General Plan* designates land uses within the City's incorporated boundary and its sphere of influence (SOI).[1] The Land Use Element describes 23 land use categories and 10 special study overlay categories. Land use subareas are shown on **Figure 6.8-1, Existing General Plan Land Use Subareas Map**. The proposed specific plan area is located in subareas 1 and 2. **Figures 6.8-2** through **6.8-4** show the existing land use designations for each subarea. Additional discussion of the City's land use categories is provided below in **subsection 6.8.2.4**.

6.8.1.1 General Plan

The *City of El Paso de Robles General Plan* is the fundamental land use policy document of the City of Paso Robles. The plan, which was last updated in 2003, was developed to address several areas within the City's planning area (which includes areas within City limits, within the SOI, and within the planning impact area) that have distinct planning issues, constraints, and opportunities. It defines the framework by which the City's physical and economic resources are to be managed and used in the future. The general plan's planning horizon is the year 2025.

The City Council has an adopted "mission statement" reflecting their vision for the future of Paso Robles. The City is to be a balanced community where the great majority of the residents can live, work, and shop.

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1 City of Paso Robles, *General Plan*, "Land Use Element," (2003).

Overall City Goals

GOAL 1: In order to enhance Paso Robles' unique small-town character and high quality of life, the City Council supports the development and maintenance of a balanced community where the great majority of the population can live, work, and shop.

GOAL 2: Strengthen the City's economic base through business retention and recruitment, including provisions for "head-of-household" jobs and increased retail sales, transient occupancy taxes, and property tax revenues.

GOAL 3: Establish Paso Robles as the North County commercial retail center, based on providing neighborhood and service commercial development in proportion to population growth, downtown commercial revitalization, and regional commercial development.

GOAL 4: Strive to ensure that City services and facilities are maintained at current levels and/or in accordance with adopted standards.

Summary of Elements

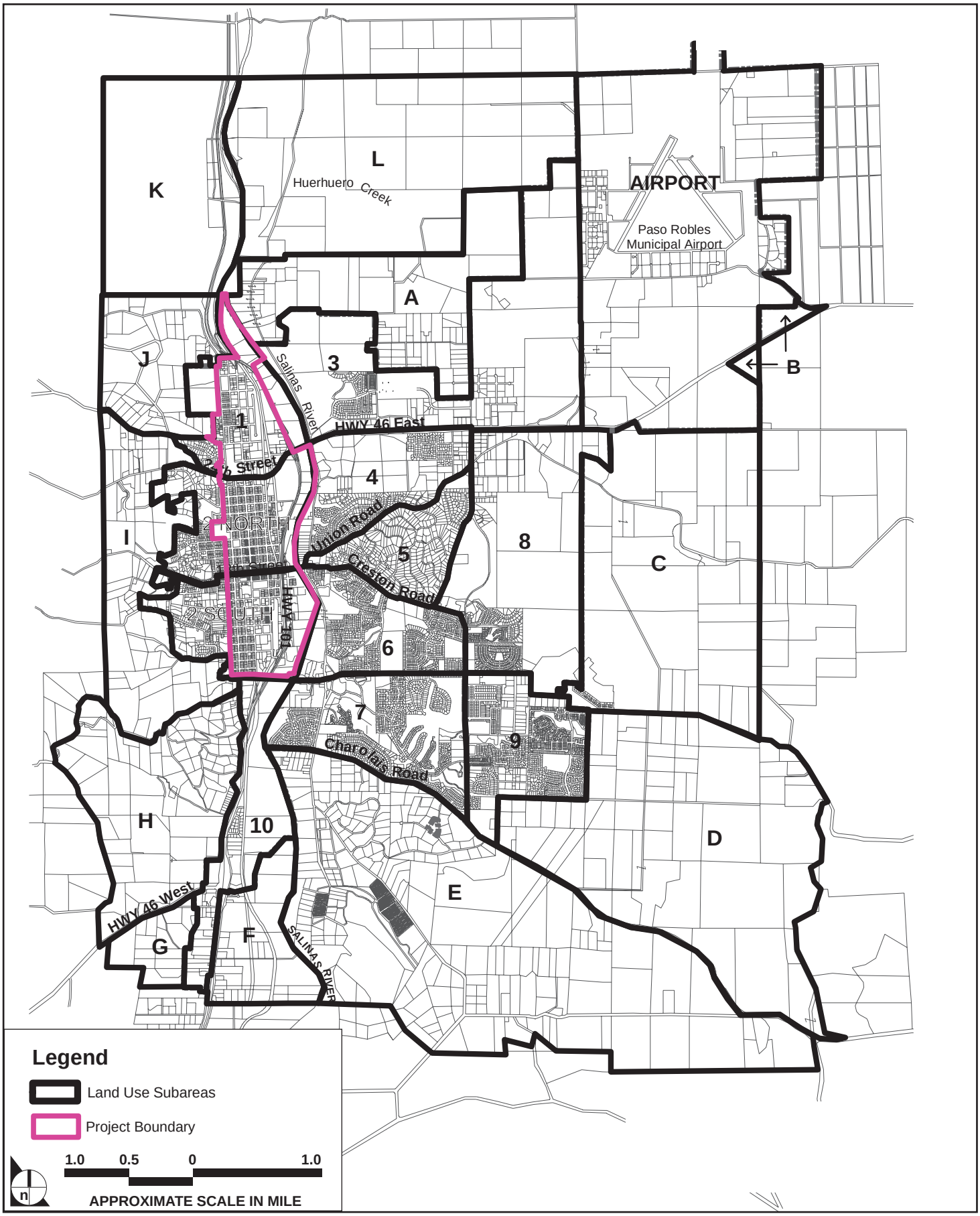
A summary of the contents of each element of the *Paso Robles General Plan* is presented below.

- **Land Use**: The Land Use Element establishes a planned land use pattern and long-range policies to guide growth within the City's corporate boundary and Sphere of Influence. These policies are specifically intended to preserve and enhance the quality of the community through appropriate land use planning. The general plan land use designations guide the general distribution, location, and extent of the various types of land uses in the City and expansion areas.

- **Circulation**: The Circulation Element identifies the general network of streets in the City and addresses future facility needs for all modes of transportation.

- **Housing**: The Housing Element is intended to update the *1994 Paso Robles General Plan* Housing Element, and addresses the City's housing needs through a planning period ending July 2008. The Housing Element contains policies that guide the City to meet the existing and projected housing needs of all economic segments of the community.

- **Conservation**: The Conservation Element is primarily concerned with the protection of natural resources important to Paso Robles, including biological resources, air quality, water and mineral resources, as well as energy. Its goals also address the protection of public services, historic resources and the scenic qualities of the area. Its effect on the built environment is to minimize development in areas that could affect such resources.

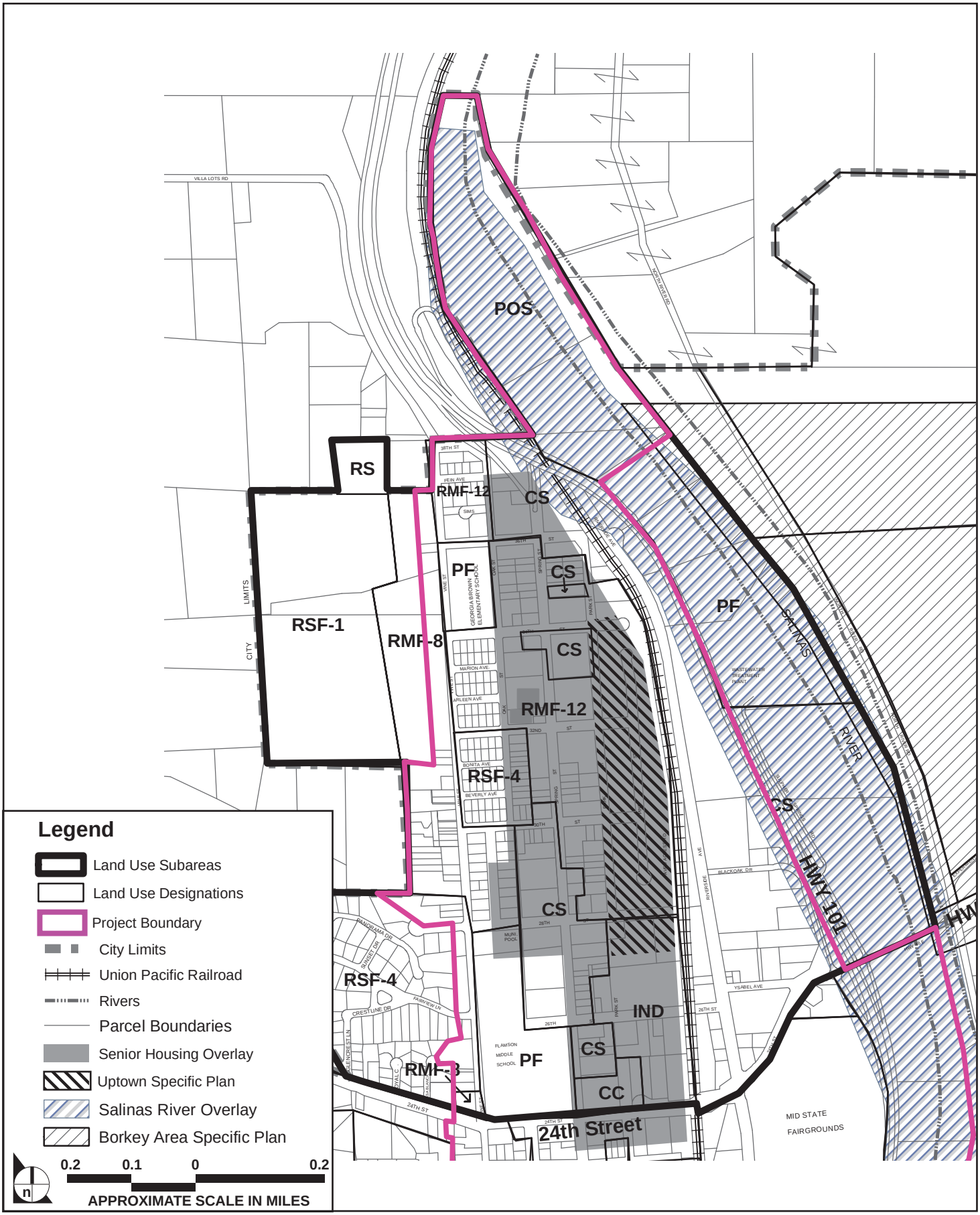


SOURCE: City of Paso Robles– October 2009

FIGURE **6.8-1**

Existing General Plan Land Use Subareas Map

970-002•10/09

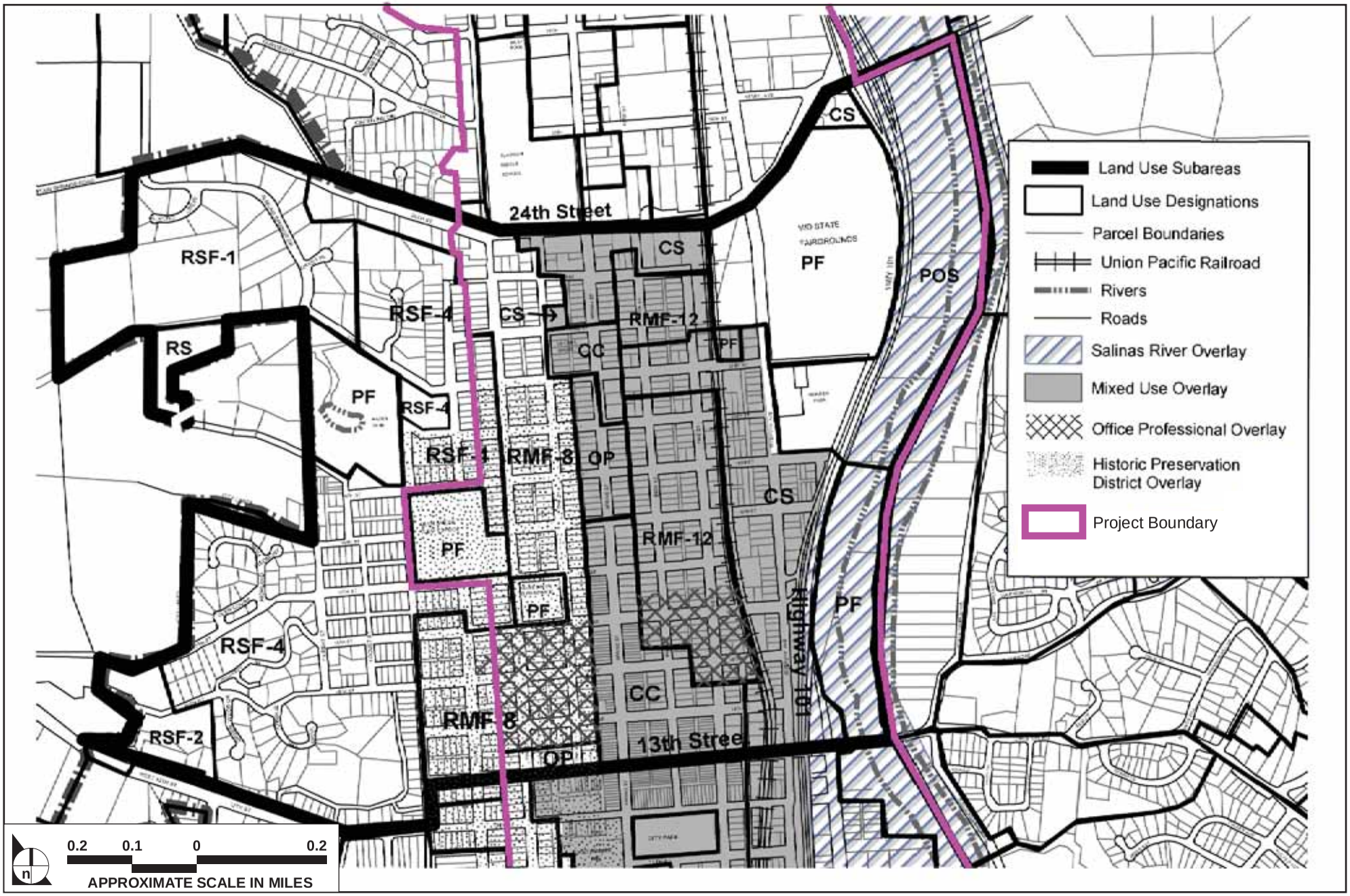


SOURCE: City of Paso Robles– October 2009

FIGURE **6.8-2**

Existing General Plan Land Use Map - Subarea 1

970-002•02/10

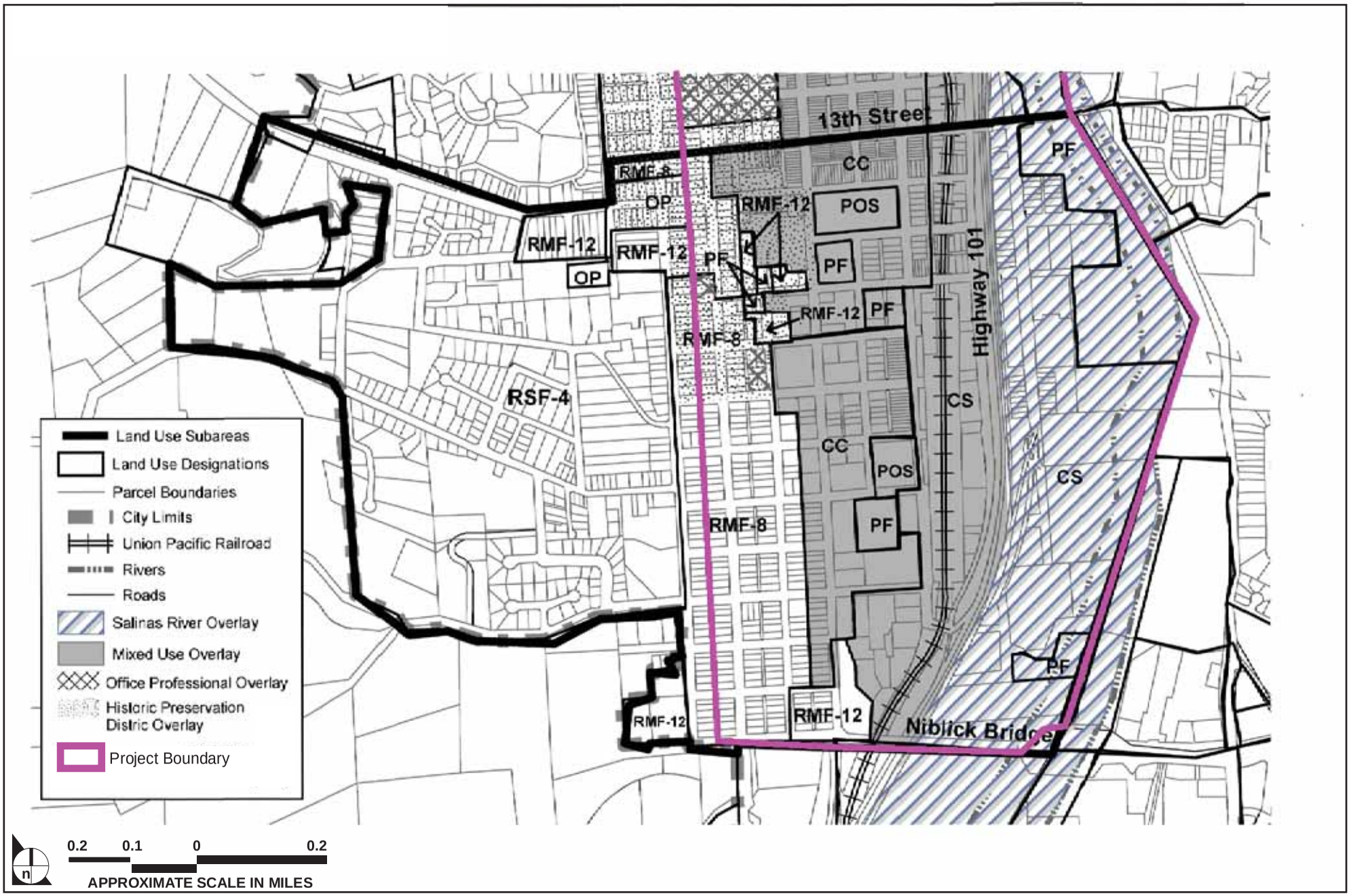


SOURCE: City of Paso Robles– October 2009

FIGURE **6.8-3**

Existing General Plan Land Use Map - Subarea 2 North

970-002•10/09



SOURCE: City of Paso Robles– October 2009

FIGURE **6.8-4**

Existing General Plan Land Use Map - Subarea 2 South

970-002•10/09

- **Open Space**: The Open Space Element addresses the land use issues of agriculture, recreation, enjoyment of scenic beauty and, to some extent, the use of public lands. Policies in the Open Space Element are specifically intended to preserve and enhance the quality of the community through appropriate preservation and management of open space within and surrounding Paso Robles.

- **Parks and Recreation**: The Parks and Recreation Element contains an inventory of park lands within the planning area and specific issues that are of concern to Paso Robles are addressed.

- **Noise**: The Noise Element provides a policy framework within which potential noise impacts may be addressed during project review and long-range planning.

- **Safety**: The Safety Element includes discussion and policies that promote community safety measures. These include conventional police, fire, paramedic, and health services; disaster planning, safe buildings and site design with eyes and ears oriented to the public streets, protection from natural hazards including earthquakes and landslides and an ample supply of safe, well-designed parks, open space, trails, and pathways.

Land Use Element

The Land Use Element provides for the opportunity for infill development within the City limits and expansion of the City limits to incorporate potential annexation areas.

In 2003, there were 26,856 residents and 9,694 dwelling units in the City. The general plan anticipates accommodating up to 44,000 residents in 2025 if the City grows at a rate of approximately 2.5 percent per year. At an average of 2.663 persons per household, it is estimated that continued growth at a rate of 2.5 percent per year would create the need for an additional 6,994 new dwelling units by 2025.

Based on allowable densities within each residential land use category, the City could accommodate an additional 4,878 units within the existing City limits. Within the 308 acres that are identified as potential expansion areas outside the current City limits, an additional 990 homes could be built, for a total of 6,593 potential new dwelling units.

In order to meet the adopted Regional Housing Needs Allocation (San Luis Obispo Council of Governments, January 2003), the City would need to set aside sufficient land area and sites for an additional 2,266 housing units to serve the needs of targeted income groups.

Land designated for commercial and industrial development is projected to be more than adequate to accommodate the demands associated with the planned for population growth.

There is sufficient commercially designated area within the City to accommodate a projected 2.90 million additional square feet of floor area through the year 2025. Land designated for industrial use could

accommodate up to 1.50 million additional square feet of *Paso Robles General Plan* 2003 floor space through the year 2025.

The 2003 general plan provides for growth and development through the year 2025, as shown in **Table 6.8-1, General Plan Development Potential**.

Table 6.8-1
General Plan Development Potential

Land Use	Existing (2003)	Potential New Development (2025)	Total
Residential	9,694 du	6,593 du	16,287 du
Commercial	4,044,000 sf	2,896,000 sf	6,940,000 sf
Industrial	2,093,000 sf	1,498,000 sf	3,591,000 sf

Notes: du = dwelling unit, sf = square foot
Source:
Rincon Consultants, Inc., 2003.

Goals and Policies

The *Paso Robles General Plan* sets forth the following goals and policies relative to land use that apply to the specific plan area:

GOAL LU-1: Land Uses. Strive to maintain a balanced community, where the majority of residents can live, work, and shop.

POLICY LU-1A: Land Use Categories. Provide an appropriate mix and diversity of land uses.

GOAL LU-2: Image/Identity. Maintain/enhance the City's image/identity.

POLICY LU-2B: Visual Identity. Promote architectural and design excellence by imposing stringent design and construction standards for commercial, industrial, mixed-use, and multi-family projects.

POLICY LU-2C: Local Heritage. Preserve/enhance downtown and the historic Vine Street neighborhood through adherence to established guidelines.

POLICY LU-2D: Neighborhoods. Strive to maintain and create livable, vibrant neighborhoods and districts with:

- Attractive streetscapes,
- A pedestrian friendly setting,
- Coordinated site design, architecture, and amenities,
- Adequate public and private spaces; and,
- A recognizable and high quality design aesthetic.

POLICY LU-2G: Specific Plans. Require for large, vacant, and/or underutilized areas, as well as for areas with special planning needs, as follows (refer to Figure LU-3):

- Oak Park Area Specific Plan
- Other areas as established by the City Council

Within the scope of a specific plan, the Planning Commission and City Council have the authority to:

- Provide flexibility in terms of:
  - Distribution of densities within the geographic area covered
  - Parcel sizes and location (including clustering to retain unique site features)
  - Development Standards and other Zoning Ordinance requirements
  - Allowable land uses by providing an opportunity for mixed use provisions (e.g., neighborhood serving commercial land uses) within the overall residential densities anticipated in the General Plan. This flexibility includes the ability to provide for multi-family land uses as long as the total dwelling unit count is within the scope of the General Plan designation for the geographic area under consideration.
- Address community-wide issues on a comprehensive basis, including:
  - Fiscal impacts
  - Infrastructure phasing and financing

- Parks and Trails
- Project Amenities
- Coordinated Architecture

POLICY LU-2H: Downtown. Continue to revitalize the historic Downtown. Focus efforts on developing Downtown Paso Robles as the specialty retail, government, office, cultural, conference, and entertainment center of the City and North County region.

POLICY LU-2I: Infill. Encourage infill development as a means of accommodating growth, while preserving open space areas, reducing vehicle miles traveled, and enhancing livability/quality of life. Infill includes:

1. Mixed use development in the Downtown and/or in areas within walking distance to transit, employment centers, and commercial services where the environmental impacts of the development would be minimized;
2. Residential infill in/near established neighborhoods;
3. Increased densities on sites which can accommodate the increases without having an adverse effect on adjacent properties;

GOAL LU-4: Public Services and Facilities. Maintain/improve the quality of life enjoyed by residents.

POLICY LU-4A: Service Levels. Strive to ensure that City services and facilities are maintained at current levels and/or adopted standards, and are funded as revenues become available.

Land Use Categories

The City's land use plan illustrates the proposed use and development of all lands in five major categories:

- Agricultural
- Residential
- Commercial
- Industrial and Business Park
- Public Facility and Open Space

The purpose of the land use categories and the land use map is to provide designations to guide the general distribution, location, and extent of the various types of land uses in the City. The Land Use Element also provides for overlay designations, which are established in combination with basic land use categories to achieve certain land use objectives.

The intensity of development permitted for each land use designation and overlay zone within the specific plan area is shown in **Table 6.8-2, Land Use Plan Permitted Development**.

Table 6.8-2
Land Use Plan Permitted Development

Land Use Designation/ Overlay Zone	Typical Uses and Development Intensity/Density
Land Use Designations	
RSF-4	Single-family residential with accessory uses, as well as churches, schools, and limited commercial recreational uses such as golf courses, tennis clubs, resort hotels, and equestrian facilities. Maximum 4 dwelling units per acre.
RMF-8	Single-family or multifamily residential with accessory uses, churches, and schools. Up to 8 units per acre.
RMF-12	Single-family or multifamily residential with accessory uses, churches, and schools. Up to 12 units per acre.
CS	Areas for highway-related, commercial service, and light industrial uses. Auto sales, rental, and repair; motels; building and landscaping materials sales; large appliance sales and repair; equipment rental; contracted services; light manufacturing and assembly; as well as limited numbers of dwelling units to enhance security and reduce vehicle miles traveled.
CC	Commercial centers that serve the City as a whole, such as the historic downtown and designated shopping centers. Food markets, department stores, variety stores, drug stores, banks, offices, clinics, specialty retail, personal services establishments, and similar uses, as well as limited numbers of dwelling units to enhance security and reduce vehicle miles traveled.
OP	Professional offices, medical clinics and laboratories, and retail and services that support professional offices, as well as limited numbers of dwelling units to enhance security and reduce vehicle miles traveled.
PF	Facilities owned and operated by public agencies (City, County, state, and local districts). Hospitals, community centers, government offices, schools, cemeteries, public service facilities, and parks.
IND/M	Areas for general industrial uses that involve outdoor activities. Manufacturing and fabrication, industrial services, outside storage, auto repair, warehousing, and wholesale distribution.
POS	Public and private properties that are to be used only for open space and recreation. Parks; City-owned land along the Salinas River and along creeks and steep, wooded hillsides; golf courses; hotels and motels in close proximity to golf courses; and commercial recreation.

Land Use Designation/ Overlay Zone	Typical Uses and Development Intensity/Density
Overlay Zones	
SR	Development subject to special review for standards related to conservation, access, and recreational opportunities along the Salinas River corridor. Standards would be developed to address conservation, access, and recreational opportunities along this corridor.
MU	High-density multifamily residential uses (up to 20 units per acre) allowed pursuant to multifamily residential and commercial land use policies, as applicable. This overlay would be applied to areas designated for Community Commercial (CC) or Commercial Service (CS) use in the portion of downtown bounded by 24th Street, Vine Street, 1st Street, and Riverside Street and other designated locations. With this overlay district, properties could be developed with multifamily residential uses, and multifamily residential units could be established on second stories above existing commercial or office uses.
OP	Office professional development allowed pursuant to commercial land use policies.
SH	To provide for senior housing subject to conformance with specific design and construction standards. To be applied to the area south of Hwy 101, west of the railroad, north of 24th Street, and east of Oak Street.
SP	Development subject to specific plan requirements, to be prepared in accordance with state law. This overlay applies to the Uptown/Town Centre Specific Plan area.
HP	Development subject to special review for consistency with historic preservation standards. This overlay category is applied to the district bordered by Chestnut Street, Oak Street, 8th Street, and 21st Street, inclusive of both sides of these boundary streets. Standards would be developed to address preservation of historic structures within this area.

Agricultural Land Use Designations

One agricultural land use designation is established in the Land Use Element. The purpose of the Agricultural (AG) designation is to allow and protect the operation of agricultural uses, to provide open space, and to provide a viable land use in areas impacted by airport operations.

Residential Land Use Designations

The residential land use designations established in the Land Use Element are Residential Rural (RR); Residential Suburban (RS); Residential Single Family (RSF-1, -2, -3, -4, and -6); Residential Multiple Family, Low Density (RMF-8 and -9); Residential Multiple Family, Medium Density (RMF-12); Residential Multiple Family, Medium-High Density (RMF-16); Residential Multiple Family, High Density (RMF-20); and Mobile Home Park/Subdivision (MH).

Commercial Land Use Designations

The commercial land use designations established in the Land Use Element are Neighborhood Commercial (NC), Office Professional (OP), Community Commercial (CC), Regional Commercial (RC),

and Commercial Service (CS). Under some circumstances, commercial land use designations can accommodate residential and industrial land uses.

Industrial and Business Park Land Use Designations

The Industrial (M) and Business Park (BP) land use designations provide areas for the development of general industrial uses that involve outdoor activities and campus-like light industrial development, respectively.

Public Facility and Open Space Land Use Designations

The Public Facilities (PF) land use designation provides a land use category for facilities owned and operated by public agencies. Schools are included in this designation. The Parks and Open Space (POS) land use designation provides for both public and private properties that are to be used only for open space and recreation.

Overlay Districts

The Land Use Element includes the following overlay districts: Specific Plan (SP), Airport (AP), Flood Hazard (FH), Office Professional (OP), Resort/Lodging (RL), Mixed Use (MU), Salinas River (SR), Historic Preservation (HP), Planned Development (PD), and Senior Housing (SH).

The Zoning Code provides the following zoning designations:

- AG (Agriculture)
- RA (Residential Agriculture)
- R-1 (Single Family)
- R-2 (Duplex/Triplex)
- R-3 (Apartment)
- R-3-O (Apartment/Office)
- R-4 (Apartment/Motel/Trailer)
- C-1 (General Commercial)
- C-2 (Highway Commercial)
- C-3 (Commercial/Light Industrial)
- M (Manufacturing)
- AP (Airport)
- PF (Public Facilities)
- HP (Historical)
- OS (Open Space)
- PD (Planned Development)
- CP (Neighborhood Commercial)
- PM (Planned Industrial)
- B (Minimum Building Site)
  - B-1 (7,500 square feet)
  - B-2 (10,000 square feet)
  - B-3 (20,000 square feet)
  - B-4 (1 acre)
  - B-5 (2 acres)

6.8.1.2 Specific Plan Area

Existing general plan land use designations within the Uptown/Town Centre Specific Plan area are Single Family Residential (RSF-4); Residential Multiple Family, Low Density (RMF-8); Residential Multiple Family, Medium Density (RMF-12); Commercial Service (CS); Community Commercial (CC); Office/Professional (OP); Public Facility (PF); Industrial (IND/M); and Parks and Open Space (POS). Commercial land use designations are predominant in the portion of the specific plan area east of Spring Street, with some areas of medium-density multiple-family residential. Residential land use designations are predominant in the western portion of the specific plan area, with densities decreasing from low-density multiple-family to single-family designations in the westernmost portions. The specific plan area includes areas under the Salinas River (SR), Mixed Use (MU), Office Professional (OP), Senior Housing (SH), Specific Plan (SP), and Historic Preservation (HP) overlay districts.

Specific Plan (SP) Purpose: This overlay designation is established where infrastructure needs, land use patterns, or other substantial land-use–related issues indicate a need to require the preparation and adoption of a specific plan, as defined by California Government Code Sections 65450 et seq. In such instances, the City may require completion of a specific plan prior to approval of a subdivision or development plan for any property located within the SP category. The City Council will determine the method of funding for a specific plan on a case-by-case basis.

Within specific plan areas, a fee schedule may be established to provide adequate funding for on- and off-site public facilities and improvements of benefit to properties within the designation specific plan areas. Such fees are above and beyond any property-specific or Citywide property taxes, fees, charges, or assessments.

Although the SP overlay does not itself modify land uses, the adoption of a specific plan pursuant to this overlay category, and consistent with the underlying basic land use categories, can have the effect of modifying underlying zoning districts and their regulations.

Salinas River (SR) Purpose: This overlay category is established to ensure that development along the Salinas River corridor addresses conservation, access, and recreational opportunities. Development within this overlay is subject to special review for standards related to conservation, access, and recreational opportunities along the Salinas River corridor. A Salinas Corridor Plan will be developed as a separate program.

Mixed-Use (MU) Purpose: This overlay category is established to allow for a mix of residential and commercial uses. The overlay category is intended to provide for additional housing opportunities and to provide housing, jobs, and services in close proximity to one another.

Residential development may be approved consistent with the highest-density multiple-family land use designation. This designation applies in the Downtown area and other selected locations and would be subject to design standards that will be formulated as a separate document. This designation would be removed within the specific plan area.

Office Professional (OP) Purpose: This overlay category is established to retain and provide for residential uses as the primary use in accordance with the base residential district, but to act as a transitional district that could accommodate mixed office and residential uses. This designation would be removed within the specific plan area.

Senior Housing (SH) Purpose: This overlay category is established to provide for the development of senior housing with specific design criteria. The Senior Housing overlay applies to the area south of Highway 101, west of the railroad, north of 24th Street, and east of Oak Street.

Historic Preservation (HP) Purpose: This overlay category is established to address preservation of historic structures. This overlay applies to development within the district bordered by Chestnut Street, Oak Street, 8th Street, and 21st Street, inclusive of both sides of these boundary streets. Development in this area is subject to special review for consistency with historic preservation guidelines. The boundaries of this overlay may be altered based on a historical resources survey being prepared in conjunction with the specific plan.

The specific plan area is located within subareas 1, 2, and 10 of the City Zoning Map. **Figure 6.8-5, Existing Zoning Index Map**, shows the Zoning Map subareas in which the specific plan area is located. **Figures 6.8-6** through **6.8-8** show existing zoning in subareas 1, 2, and 10, respectively.

6.8.2 REGULATORY FRAMEWORK

6.8.2.1 Federal

The specific plan area is not located within federal lands and is therefore not subject to federal land use regulations.

6.8.2.2 State

California state planning law requires each city and county to adopt a comprehensive, long-term general plan for the physical development of the area within its jurisdiction and of any land outside its

boundaries that bears relations to its land use planning activities.[2] The plan must consist of an integrated and internally consistent set of goals, policies, and implementation measures.

Pursuant to state law, a general plan shall consist of a statement of development policies and shall include a diagram (or diagrams) and text setting forth objectives, principles, standards, and plan proposals that shall include the following elements: (1) land use, (2) circulation, (3) housing, (4) conservation, (5) open space, (6) noise, and (7) safety.[3] A general plan's land use element shall include the following: the designation of the proposed general distribution and general location and extent of the uses of the land for housing, business, industry, open space (including agriculture, natural resources, recreation, and enjoyment of scenic beauty) education, public buildings and grounds, solid and liquid waste disposal facilities, and other categories of public and private land uses. The land use element shall also include a statement of the standards of population density and building intensity recommended for the various districts and other territory covered by the plan.

6.8.2.3 San Luis Obispo Council of Governments

The San Luis Obispo Council of Governments (SLOCOG) is the regional planning agency for the San Luis Obispo County region. The central purpose of SLOCOG is to examine common regional problems and suggest solutions. SLOCOG provides transportation planning and funding for the region, and serves as a forum for the study and resolution of regional issues. In addition to preparing the region's long-range transportation plan, SLOCOG plans regional public transit and other alternative methods of transportation. SLOCOG is also the designated Regional Transportation Planning Agency, Metropolitan Planning Agency, Regional Census Data Affiliate, and Service Authority for Freeways and Expressways.[4]

Community 2050

The SLOCOG Board of Directors approved the draft Community 2050 plan on December 17, 2008.[5] Community 2050 is a regional planning effort intended to ensure an efficient regional land use pattern, improve transit mobility, accommodate regional housing demand, minimize impacts to habitat and agricultural resources, and enlist local government and community support. Based on regional growth projections, Community 2050 emphasizes concentration of development to maximize efficiency of community infrastructure while accommodating increased demand for housing and services.

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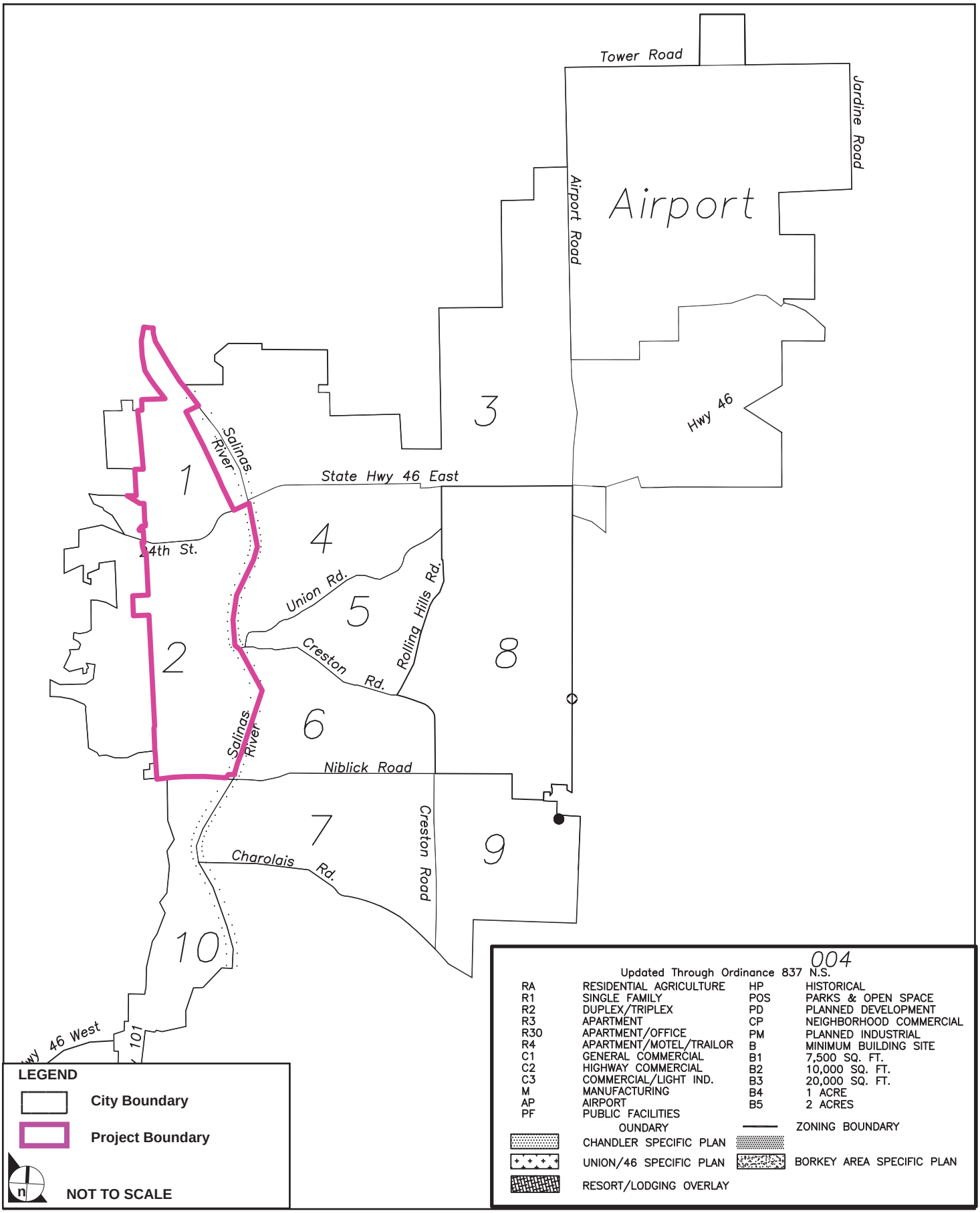
2 California Government Code, Article 8, Sections 65450–65457.

3 California Government Code, Article 8, Section 65302.

4 San Luis Obispo Council of Governments, "About Us Home," http://www.slocog.org/cm/About_Us/Home.html.

5 San Luis Obispo Council of Governments, "Community 2050 Home," http://www.slocog.org/cm/Community2050/Home.html.

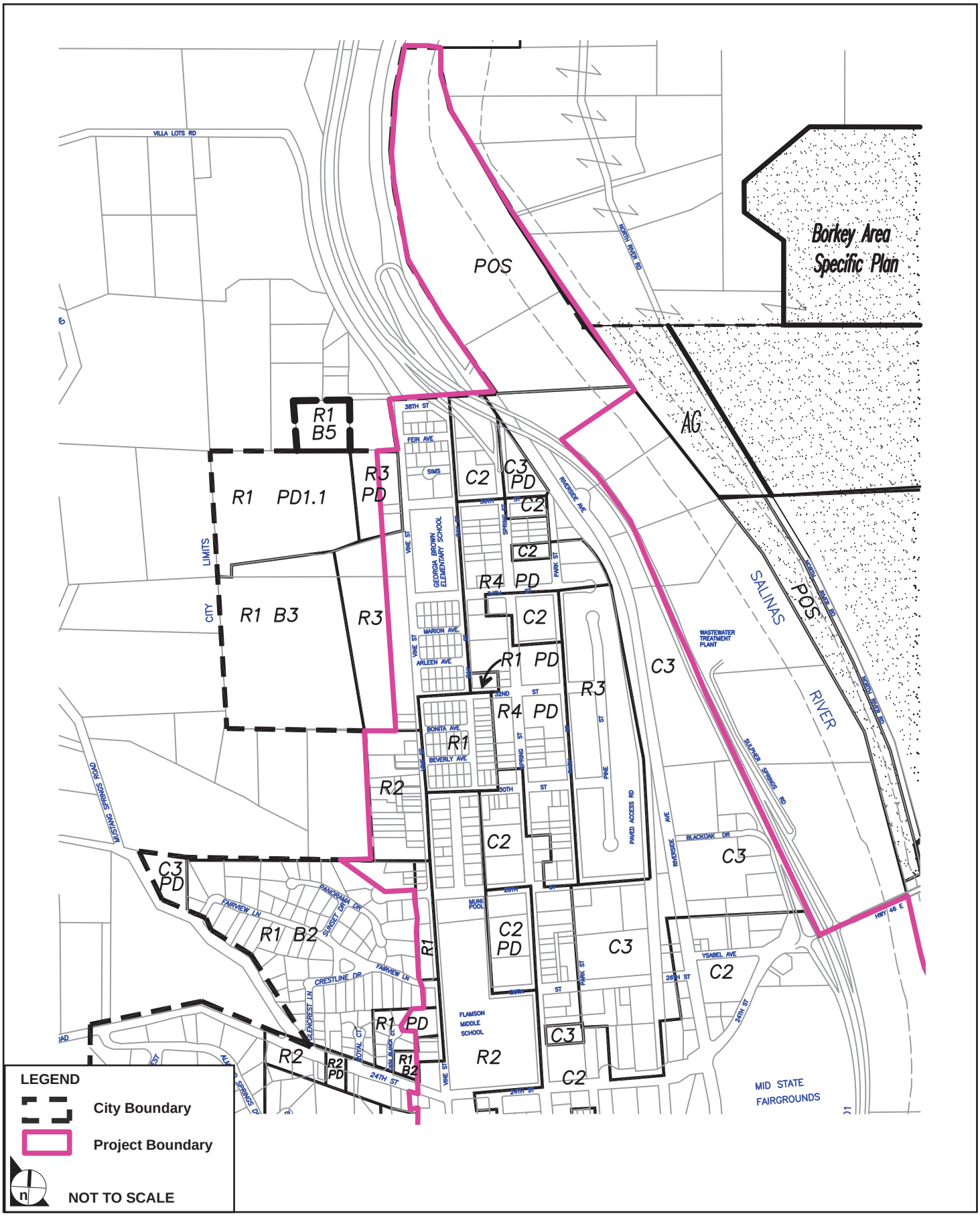


SOURCE: City of Paso Robles– February 2004

FIGURE **6.8-5**

Existing Zoning Index Map

970-002•10/09

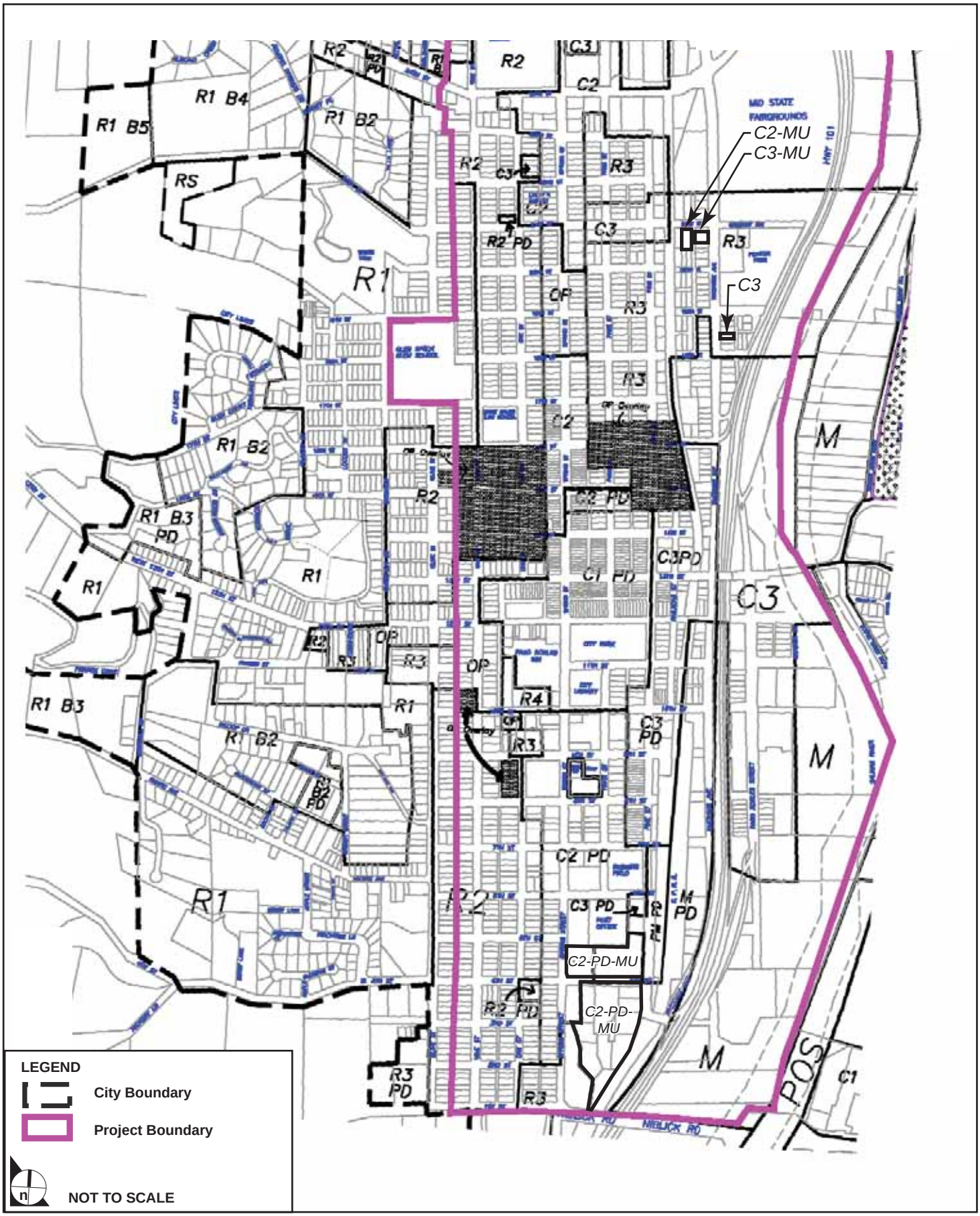


SOURCE: City of Paso Robles– October 2009

FIGURE **6.8-6**

Existing Zoning Map - Subarea 1

970-002•06/10

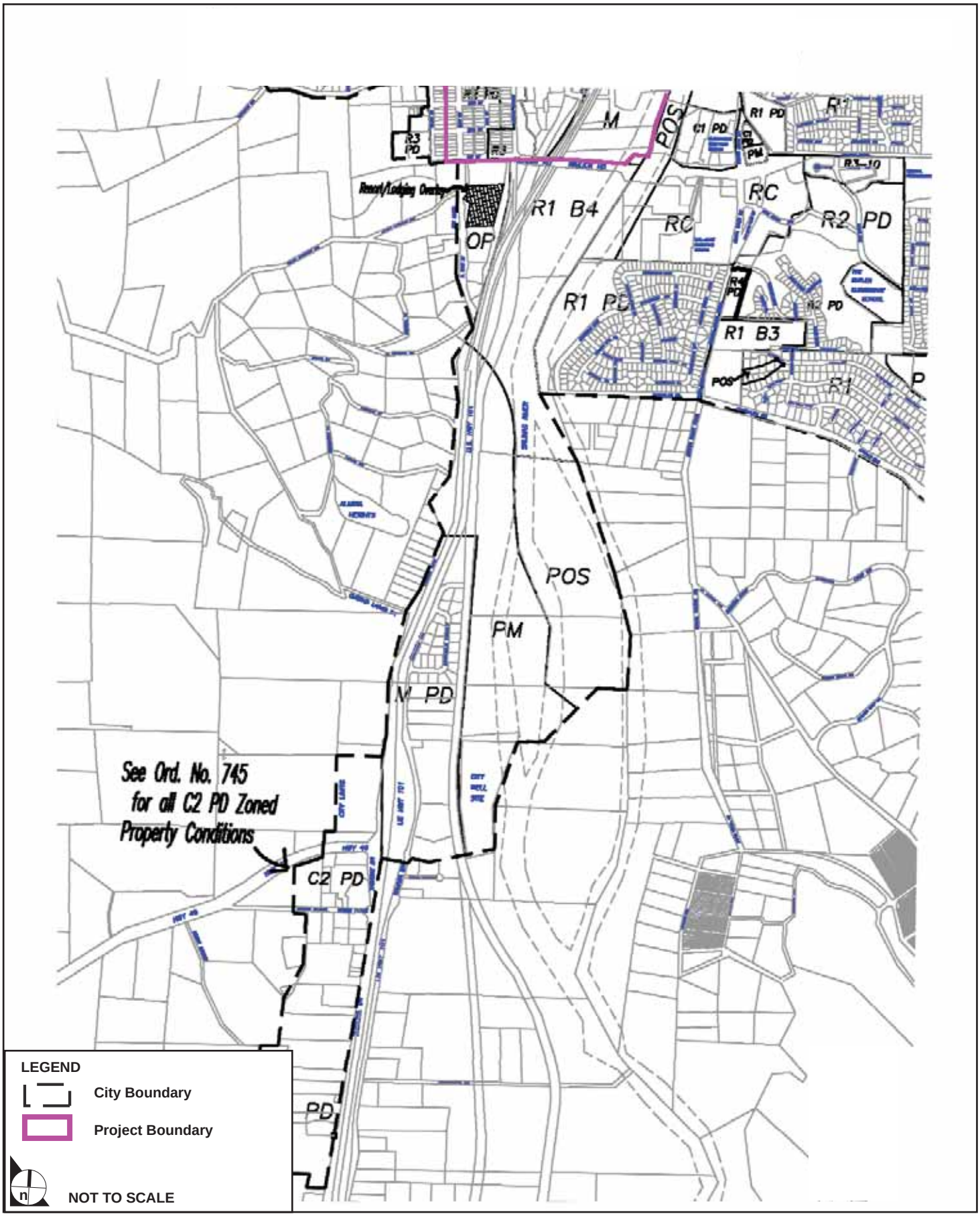


SOURCE: City of Paso Robles– October 2009

FIGURE **6.8-7**

Existing Zoning Map - Subarea 2

970-002•06/10



SOURCE: City of Paso Robles– October 2009

FIGURE **6.8-8**

Existing Zoning Map - Subarea 10

970-002•10/09

Vision 2025: Regional Transportation Plan

In addition to the Community 2050 regional plan, SLOCOG has prepared the 2005 Regional Transportation Plan (RTP).[6] The RTP is a federally and state-mandated 20-year transportation plan that envisions the future multi-modal transportation system for the region. The RTP contains land-use policies that encourage the concentration of new development within existing communities and near existing transportation infrastructure. In compliance with state and federal requirements, SLOCOG prepares the Transportation Improvement Program (TIP) to implement projects and programs listed in the RTP.[7] Updated every other year, the TIP contains a capital listing of all transportation projects proposed for the region over a minimum four-year period.

6.8.2.4 Local

City of Paso Robles General Plan

The *Paso Robles General Plan* was adopted by the City Council in 2003. The general plan contains all seven state-mandated elements indicated above. According to state law, additional elements determined to be important to a community can be adopted by a jurisdiction; however, once an additional element (e.g., Parks and Recreation) has been adopted, it has the same legal standing as the seven state-mandated elements. As appropriate, these general plan elements are discussed under the appropriate sections of this EIR.

City of Paso Robles Municipal Code

Zoning Code

The City's Zoning Code implements the land use designations established in the *Paso Robles General Plan*. The purpose of the Zoning Code is to promote the growth of the City in an orderly manner and to promote and protect the public health, safety, comfort, and general welfare.

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6 San Luis Obispo Council of Governments, "Regional Transportation Plan," http://www.slocog.org/cm/Publications_and_Reports/Regional_Transportation_Plan.html.

7 San Luis Obispo Council of Governments, "2007 Transportation Improvement Program," http://library.slocog.org/PDFs/Programming/2007_TIP_FINAL.pdf.

6.8.3 THRESHOLDS OF SIGNIFICANCE

Appendix E of the *Rules and Regulations for the Implementation of the California Environmental Quality Act (CEQA)*[8] contains the Initial Study Environmental Checklist form. Issues presented in the checklist have been used as thresholds of significance in this section. Accordingly, a project may present a significant impact if it would:

- physically divide an established community;
- conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect; or
- conflict with any applicable habitat conservation plan or natural community conservation plan

6.8.4 PROJECT IMPACTS

6.8.4.1 Proposed Specific Plan Components

The proposed *Uptown/Town Centre Specific Plan* provides a form-based code intended to ensure development patterns are consistent with the existing scale and character in Paso Robles. The form-based code will regulate development in the specific plan area by addressing the relationship between building facades and the public realm, the form and mass of buildings in relation to one another, and the scale and types of streets and blocks. The regulations and standards in the form-based code are presented as both diagrams and words for the zones defined in the regulating plan (see **Figure 3.0-5**) included in the specific plan.

The regulating plan locates the zones within the specific plan area and identifies the specific parcels and rights-of-way as they existed in 2009 at the adoption of the specific plan. The area subject to the specific plan is divided into the following zones, which shall be applied to property within the specific plan area as shown on the regulating plan:

- **T3 Neighborhood Zone (T3-N).** The T3-N zone is applied to areas currently occupied generally by one- and two-story single-family houses with large, landscaped front yard setbacks along tree-lined streets. Many of the buildings within the T-3N zone are historically significant. The intent of the T-3N zone is to preserve this small-scale, residential character. In addition, properties west of Vine Street and north of 21st Street are subject to the Hillside Development District (Chapter 21.14A of the Zoning Ordinance).

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8 City of Paso Robles, *Rules and Regulations for the Implementation of the California Environmental Quality Act*, (July 2009).

- **T3 Flex Zone (T3-F).** The T3-F zone is applied to areas mainly occupied by one- and two-story single-family houses with large, landscaped front yard setbacks along tree-lined streets. Many of the buildings within the T-3F zone are historically significant. The intent of the T-3F zone is to preserve the existing character, while allowing for higher residential densities and a more diverse use mix than the T-3N zone.

- **T-4 Neighborhood Zone (T4-N).** The T4-N zone is applied to areas currently occupied by a variety of building types ranging from single-family houses to large manufacturing sheds that are occupied by a range of uses, including residential, retail, office, and industrial. Many of the buildings within the T-4N zone are historically significant. The intent of the T-4N zone is to create vibrant, walkable, primarily residential neighborhoods.

- **T4 Flex Zone (T4-F)**. The T4-F zone is applied to areas currently lining Spring Street, 16th Street, and 21st Street, and occupied generally by one- and two-story single-family houses and flex block buildings. Some of the buildings within the T4-F zone are historically significant. The intent of the T4-F zone is to preserve this small-scale, mixed-use character, while allowing for higher residential densities and a more diverse use mix than the T-4N zone.

- **T4 Neighborhood Center Zone (T4-NC).** The T4-NC zone is applied to the area along Spring Street between 34th and 36th Streets. The zone is currently occupied by one- and two-story commercial and multiple-family residential buildings adjacent to parking lots. Few of the buildings within the T4-NC zone are historically significant. The intent of the T4-NC zone is to create a vibrant neighborhood and civic center.

- **Town Centre 1 Zone (TC-1).** The TC-1 zone applies to the area occupied by Paso Robles' historic Downtown. In general, buildings are one-, two-, and three-story, zero-setback flex block buildings occupied by commercial and mixed uses. Many of the buildings within the TC-1 zone are historically significant. The intent of the TC-1 zone is to preserve and augment Downtown's unique historical value while enhancing its economic vitality.

- **Town Centre 2 Zone (TC-2).** The TC-2 zone is applied to areas that are relatively underdeveloped, with substantial portions either vacant or used for parking. Most of the buildings are unremarkable in historic value. The intent of the TC-2 zone is to create relatively high-density, mixed-use neighborhoods.

- **Riverside Corridor Zone (RC).** The RC zone is applied to areas currently occupied by a variety of building types and uses, including large-footprint industrial buildings; smaller-scale commercial, industrial, and hospitality buildings; and single-family houses. Most of the buildings are unremarkable in historic value. The intent of the RC zone is to create a vibrant, flexible, multi-use environment that better defines the street edge.

- **Open Space (OS).** The OS zone identifies areas reserved for public parks, playgrounds, ball fields, tennis courts, recreation and community centers, nature preserve, trails, and other uses. Allowable structures in this zone are limited to those necessary to support the specific purposes of the particular open space area (for example, sport court enclosures and multi-purpose community center buildings in active parks, and trails within natural open space areas such as the Salinas River).

The *Uptown/Town Centre Specific Plan* Development Code is a subpart of the Zoning Ordinance and the Municipal Code. As is the case with other provisions of the Zoning Ordinance, all other provisions of the Municipal Code will continue to apply within the specific plan area except as expressly provided to the contrary in the Development Code.

Proposed development, subdivisions, and new land uses within the specific plan area shall comply with all applicable requirements of the revised Development Code, as follows:

a. **Regulating Plan:** The regulating plan defines the zones within the specific plan area, the parcels included within each zone, and summarizes the character of each zone. The new zones and intended open space locations are identified on parcels as they existed in 2009 at the time of adoption of the specific plan.

b. **Use Standards:** This section identifies the land use types allowed by the City in each of the zones established by the regulating plan. A parcel or building within the specific plan area shall be occupied only by land uses identified as allowed within the applicable zone.

c. **Urban Standards:** This section regulates the features of buildings that affect the public realm (building placement, height, and facade design), and vary according to the zone as applied to each parcel by the regulating plan. Proposed development and land uses shall comply with all applicable standards. Typical standards for items such as parking lot design, walls, fences, trash enclosures, etc., are per Zoning Code requirements.

d. **Architectural Standards:** Beyond the regulations about where buildings can be placed and how they need to behave to positively shape the public realm, the architectural standards regulate the manner in which individual parcels and blocks are developed to create diverse and finely grained development. This is accomplished through the use of two main components: (a) building types (e.g., duplex, rowhouse, courtyard housing, etc), and (b) frontage types (e.g., front yard/porch, stoop, arcade, shopfront).

e. **Sign Standards:** This section regulates all signage within the specific plan area to be consistent with the character described for each zone.

f. **Additional Requirements:** This section details additional requirements for parcels located within the specific plan area.

g. **Subdivision Standards (Section 5.8):** This section regulates the creation and maintenance of a finely grained and walkable network of blocks punctuated by integral and varied open spaces. The resulting blocks are subject to the development potential identified on the regulating plan and the applicable chapters of this Development Code.

As shown in **Table 3.0-1**, growth forecasts prepared for the specific plan estimate that up to 1,649 new residential units could be constructed within the plan area between 2010 and 2035, the planning horizon of the specific plan. The 2003 General Plan contemplates construction of 989 new residential dwelling units within the plan area between 2010 and 2025. Thus, full buildout of the specific plan could exceed the threshold contemplated in the 2003 General Plan.

In order to prevent the number of new residential units from exceeding the amount permitted by the 2003 General Plan, the specific plan provides a mechanism for monitoring and controlling growth. This mechanism consists of the following three stages:

- As part of the annual General Plan Status Report, the City shall annually monitor and report the rate of residential growth in the specific plan area and citywide.
- Once building permits for 600 new residential units are issued within the specific plan area, the City shall begin to develop a growth management program that will limit the number of building permits issued annually for new dwelling units.
- Once building permits for 750 new residential units are issued within the specific plan area, the City shall implement the previously developed residential growth management program.

Implementation of this growth monitoring and management mechanism would ensure that development within the specific plan area does not exceed levels contemplated under the 2003 General Plan.

6.8.4.2 Impact Analysis

The environmental impact analysis presented in this section is based on the results of information received in response to the Notice of Preparation (NOP), and/or other review of the project by planning staff for issues that were determined to be potentially significant, or for issues identified by reviewing agencies, organizations, or individuals commenting on the NOP that made a reasonable argument that the issue was potentially significant (see **Responses to the NOP**, **Appendix 2.0**).

6.8.4.2.1: Physically divide an established community. (Class III – Not Significant)

Impact Analysis

The proposed specific plan provides standards for the specific plan area to guide future residential, commercial, and institutional development. The specific plan does not propose development projects that could have the potential to divide an established community, such as highways that would extend through existing residential neighborhoods. As discussed above, the specific plan provides zones based on existing uses that would guide future development consistent with existing uses and the historical character of existing neighborhoods. As discussed in **Section 3.0, Project Description**, the intent and effect of the proposed specific plan would be to enhance the function of existing neighborhoods by improving walkability and providing for flexible development within the context of existing development. Impacts would not be significant (Class III).

Mitigation Measures

No mitigation measures are required.

Residual Impacts

Impacts would be less than significant (Class III).

6.8.4.2.2: Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect. (Class III – Not Significant)

Impact Analysis

Implementation of the proposed specific plan would replace existing general plan land use designations and zoning. The specific plan area would be designated and zoned "Specific Plan" by the City's general plan. Approval of the following two related actions is proposed to create consistency between the *Uptown/Town Centre Specific Plan* and the *Paso Robles General Plan* and Municipal Code:

General Plan Amendment

- Amend the Land Use Element and the Land Use Map to:
  - establish the Uptown/Town Centre Specific Plan overlay (supersede the Uptown Specific Plan Overlay);
  - eliminate the Mixed Use overlay on the west side of the specific plan area;
  - eliminate the Senior Housing overlay within the specific plan area;
  - provide for mixed residential and commercial uses in the Community Commercial and Commercial Service land use designations.
  - eliminate the Office Professional overlay within the specific plan area;
- **Table 6.8-3, Land Use Designation Amendments**, summarizes the changes to general plan land uses that would be needed. **Table 6.8-4, Overlay Amendments**, summarizes the general plan overlays that would be removed from parcels in the specific plan area.

Table 6.8-3
Land Use Designation Amendments

General Plan Land Use Designation			
Existing	Proposed	Location	Number of Parcels
Uptown, East of Spring Street			
RMF12	MU12	Block bounded by Spring, Park, 34th, and 36th Streets	4
RMF12	MU12	Blocks bounded by Spring, Park, 28th, and 32nd Streets	15
RMF12	NC	Block bounded by Spring, Park, 34th, and 36th Streets	1
CS	RMF12	Block bounded by Park and 34th Streets and the railroad	2
CS	MU12	Block bounded be Spring and 36th Streets and Highway 101	1
CS	MU12	Block bounded by Spring, Park, 34th, and 36th Streets	2
CS	MU12	Block bounded by Spring, Park, 28th, and 30th Streets	3
CS	MU12	Blocks bounded by Spring, 24th, and 28th Streets and the railroad	15
CS	NC	Blocks bounded by Spring, Park, 32nd, and 36th Streets	3
CS	CC	Block bounded by Spring, 24th, and 26th Streets and the railroad	1
IND	RMF12	Block bounded by Spring, 24th, and 28th Streets and the railroad	9
IND	MU12	Block bounded by Spring, 26th, and 28th Streets and the railroad	4
IND	CC	Block bounded by Spring, 24th, and 26th Streets and the railroad	2
Uptown, West of Spring Street			
RSF4	RMF8	Lots fronting on Casa Blanca Court that back up to Vine Street, north of 24th Street	2
RSF4	RMF8	Block bounded by Spring, Oak, 30th, and 32nd Streets	14
RSF4	RMF8	Blocks bounded by Vine, Oak, 30th, and 32nd Streets	35
RSF4	RMF8	West side of Vine Street, from Fairview Lane to 28th Street	12
RMF12	NC	Block bounded by Spring, Oak, 34th, and 36th Streets	9
CS	MU12	Blocks bounded by Spring, Oak, 28th, and 32ny Streets	9
CS	MU12	Block bounded by Spring, Oak, and 36y Streets and Highway 101	5
CS	MU12	West side of Spring Street, between 26th and 28th Streets	4
CS	NC	Block bounded by Spring, Oak, 32nd, and 34th Streets	1
Midtown, East of Spring Street			
RMF12	MU12	Block bounded by Spring, Park, 22nd, and 23rd Streets	5
RMF12	CC	Block bounded by Spring, Park, 23rd, and 24th Streets	3
CC	MU8	Blocks bounded by Spring, Park, 16th, and 18th Streets	10

General Plan Land Use Designation			
Existing	Proposed	Location	Number of Parcels
CC	MU8	Block bounded by Spring, Park, 20th, and 21st Streets	2
CC	MU12	Block bounded by Spring, Park, 21st, and 22nd Streets	2
CS	MU12	Blocks bounded by Spring, Park, 21st, and 23rd Streets	14
CS	MU12	Blocks bounded by Park, Pine, 20th, and 22nd Streets	11
CS	MU12	Blocks bounded by Pine, 20th, and 22nd Streets and the railroad	4
CS	CC	Block bounded by Spring, Park, 23rd, and 24th Streets	3
CS	CC	Block bounded by Park, 23rd, and 24th Streets and the railroad	1
Midtown, West of Spring Street			
RSF4	RMF8	west side of Vine Street, between 18th and 22nd Streets	23
RSF4	RMF8	west side of Vine Street, between 16th and 17th Streets	7
RMF8	MU8	block bounded by Vine, Oak, 18th, and 24th Streets	36
RMF8	MU8	block bounded by Spring, Oak, 22nd, and 23rd Streets	4
RMF8	MU8	blocks bounded by Spring, Oak, 16th, and 21st Streets	35
RMF8	MU8	block bounded by Vine, Oak, 17th, and 18th Streets	5
OP	MU12	block bounded by Spring, Oak, 20th, and 21st Streets	1
CC	MU8	blocks bounded by Spring, Oak, 16th, and 18th Streets	4
CC	MU12	block bounded by Spring, Oak, 21st, and 22nd Streets	1
CS	MU12	block bounded by Spring, Oak, 22nd, and 23rd Streets	4
CS	CC	blocks bounded by Spring, Vine, 23rd, and 24th Streets	6
Downtown, East of Spring Street			
RMF12	MU8	Block bounded by Spring, Park, 15th, and 16th Streets	4
RMF12	MU8	Block bounded by Park, Pine, 15th, and 16th Streets	7
RMF12	CC	Block bounded by Park, Pine, 14th, and 15th Streets	5
RMF12	CC	Block bounded by Pine, 14th, 15th, and Railroad Streets	4
RMF12	DC	Block bounded by Railroad, 14th, and 15th Streets and the railroad	1
CC	DC	Blocks bounded by Spring, Park, 12th, and 16th Streets	44
CC	DC	Blocks bounded by Park, Pine, 10th, and 16th Streets	39
CC	DC	Blocks bounded by Pine, 10th, 15th, and Railroad Streets	26
CC	DC	locks bounded by Railroad, 12th, and 14th Streets and the railroad	7
CS	CC	Block bounded by Railroad, 10th, and 12th Streets and the railroad	6
CS	CC	Block bounded by Railroad, 14th, and 15th Streets and the railroad	10

General Plan Land Use Designation			
Existing	Proposed	Location	Number of Parcels
Downtown, West of Spring Street			
RMF8	MU12	Block bounded by Spring, Oak, 13th, and 14th Streets	4
RMF12	MU12	Block bounded by Vine, Spring, 10th, and 12th Streets	2
PF	MU12	Block bounded by Vine, Spring, 10th, and 12th Streets	1
CC	MU8	Block bounded by Vine, Spring, 12th, and 13th Streets	2
CC	MU12	Block bounded by Vine, Spring, 12th, and 13th Streets	11
CC	DC	Blocks bounded by Spring, Oak, 13th, and 16th Streets	14
CC	DC	Blocks bounded by Vine, Spring, 10th, and 13th Streets	22
South of Downtown, East of Spring Street			
RMF12	CC	Block bounded by Spring, 1st Street/Niblick Road, 4th Street and the railroad	1
CC	DC	West side of Pine Street, between 7th and 9th Streets	10
CS	DC	Blocks bounded by Pine, 6th, and 10th Streets and the railroad	7
CS	CC	Blocks bounded by Pine, 4th, and 7th Streets and the railroad	4
CS	CC	West side of Pine Street, between 4th and 6th Streets	4
CS	CC	Block bounded by Spring, 1st Street/Niblick Road, 4th Street and the railroad	11
South of Downtown, West of Spring Street			
RMF8	MU8	Block bounded by Vine, Oak, 8th, and 9th Streets	7
RMF8	MU12	Block bounded by Vine, Oak, 9th, and 10th Streets	2
RMF12	CC	Block bounded by Spring, Oak, 1st, and 2nd Streets	1
OP	MU12	Block bounded by Vine, Oak, 9th, and 10th Streets	3
CC	RMF8	Southeast corner of Oak and 8th Streets	1
CC	MU12	Block bounded by Spring, Oak, 9th, and 10th Streets	2
Riverside Corridor			
CS	PF	West side of Riverside Avenue, north of 21st Street	2
CC	PF	Block bounded by Riverside Avenue, 20th and 21st Streets and the railroad	4
POS	PF	Block bounded by Riverside Avenue, 19th and 21st Streets and Highway 101	2
PF	CS	Block bounded by Paso Robles, 12th, and 11th Streets and the Salinas River	1
Salinas River			
PF	POS	Salinas River, north of 13th Street	3
PF	POS	Salinas River, between Niblick Road and 13th Streets	7
CS	POS	Salinas River, between Niblick Road and 13th Streets	8

Table 6.8-4
Overlay Amendments

Area	Lost Overlay(s)	Location	Number of Parcels
Midtown			
East of Spring Street	MU and OP	Block bounded by Park, Pine, 16th, and 17th Streets	4
	MU and OP	Block bounded by Pine, 16th, and 18th Streets and the railroad	3
	MU	Block bounded by Park, Pine, 16th, and 23rd Streets	33
	MU	Block bounded by Pine, 16th, and 23rd Streets and the railroad	55
Downtown			
East of Spring Street	MU and OP	Block bounded by Park, Pine, 15th, and 16th Streets	3
	MU and OP	Block bounded by Pine, 15th, and 16th Streets and the railroad	7
West of Spring Street	OP	West side of Vine Street, between 13th and 16th Streets	15
	OP	West side of Vine Street, between 10th and 11th Streets	2
	OP	Blocks bounded by Vine, Oak, 13th, and 16th Streets	18
South of Downtown			
West of Spring Street	OP	West side of Vine Street, between 9th, and 10th Streets	3
	OP	Block bounded by Vine, Oak, 8th, and 9th Streets	5

- Amending the Parks and Recreation Element to:
  - add the parks and trails improvements identified in the *Uptown/Town Centre Specific Plan* to Table PR-1.

Zoning Code Amendment

- Add a specific plan chapter.
- Amend the Zone Map to replace the existing zoning districts within the specific plan area with the regulating plan from the specific plan.
- Amend several chapters as necessary to eliminate conflicts between provisions operative within the specific plan area and other zoning districts outside of the specific plan area and provisions that are no longer necessary.
- Delete Figure 21.22-4, "Geographic Boundaries of the Downtown Area."

The specific plan area is not subject to any other regulating plans or authorities. With approval of the above discretionary actions, the proposed specific plan would be consistent with the *Paso Robles General Plan* and Zoning Ordinance. Impacts would not be significant (Class III).

Mitigation Measures

No mitigation measures would be required.

Residual Impacts

Impacts would be less than significant (Class III).

6.8.4.2.3: Conflict with any applicable habitat conservation plan or natural community conservation plan. (Class III – Not Significant)

Impact Analysis

As discussed in **Section 6.3, Biological Resources**, there are no habitat conservation plans, natural community conservation plans nor local, regional or state habitat conservation plans adopted or approved within the specific plan area. However, the Salinas River and its tributaries have been designated by the National Marine Fisheries Service (NMFS) as critical habitat for steelhead trout. Therefore, if disturbances were to occur that could adversely impact steelhead or its habitat, consultation with NMFS under Section 10 of the Endangered Species Act would be required when there is no federal action required, such as a 404 permit from the US Army Corps of Engineers under the Clean Water Act. Section 10(a)2(A) requires applicants for a Section 10(a)1(B) incidental take permit to submit a habitat conservation plan.

Implementation of the proposed specific plan would include the construction of trails along the Salinas River, including non-permanent facilities which may be located within the 10-year flood elevation of the river. The proposed plan includes goals and objectives to site trails and other facilities away from sensitive habitat areas, and therefore no direct impacts to steelhead are anticipated.

The proposed paseo would incorporate a rain garden that runs the entire length of the paseo. This rain garden is a functional stormwater best management practice (BMP) that uses grasses and wildflowers to remove pollutants, facilitate groundwater recharge, as well as function as an ornamental landscape. The rain garden could also function as a leach field capable of cleansing the sulfur water generated by the hot spring adjacent to City Hall.

Stormwater BMPs would be enacted to filter pollutants from stormwater before it is released into the river. These can include rain gardens, biofiltration strips, sedimentation basins, stormwater wetlands, and other techniques that contribute to recharging the region's groundwater. Low-impact development and hydro-modification standards would also be incorporated to improve overall quality of stormwater entering the river.

Stormwater will be collected and reused to the extent possible. Drainage strategies for runoff from buildings, driveways, parking lots, and sidewalks will incorporate reduced impervious surfaces to absorb rainwater into the ground, soil and vegetation mediated stormwater filtration, and energy-attenuation features.

Runoff during the construction phase of development could cause increased sedimentation and other adverse effects to biological resources associated with aquatic systems. This impact would be less than significant when BMPs are incorporated during construction activities.

Mitigation Measures

No mitigation measures are required.

Residual Impacts

Impacts would be less than significant (Class III).

6.8.5 CUMULATIVE IMPACTS

6.8.5.1: Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects) (Class III – Not Significant)

Impact Analysis

Growth within the City of Paso Robles is anticipated in the City's general plan. The proposed specific plan and the related projects identified in **Section 4.0, Cumulative Scenario**, would result in incremental growth within the City. The City of Paso Robles reviews all proposed projects against development and design guidelines that regulate permitted uses, development density, building heights, site and building design, transportation demand, and neighborhood protection. All proposed projects are evaluated for consistency with land use regulations, development standards, and applicable plans and policies,

including those of the general plan, during project review and the approval process. Therefore, cumulative impacts regarding conflict with applicable land use plans and development criteria would be less than significant.

Mitigation Measures

No mitigation measures are required.

Residual Impacts

Impacts would be less than significant (Class III).

6.8.6 GENERAL PLAN CONSISTENCY ANALYSIS

The Housing and Land Use elements of the *Paso Robles General Plan* provide goals and policies related to population and housing in the City.[9] **Table 6.8-5, Paso Robles Uptown/Town Centre Specific Plan General Plan Policy Consistency**, provides these goals and policies, along discussions of the consistency of the proposed specific plan with these policies. The proposed *Uptown/Town Centre Specific Plan* would be consistent with applicable goals and policies of the general plan.

Table 6.8-5
Paso Robles Uptown/Town Centre Specific Plan – General Plan Policy Consistency

Goal/Policy	Discussion	Consistent?
Housing Element		
Goal H-1: Facilitate the development of a range of housing types, densities, and affordability levels to meet the diverse needs of the community, maintaining a balanced supply of ownership and rental units.		
Policy H-1A: Provide adequate housing sites through identification of sufficient sites on the General Plan Land Use Map with the appropriate General Plan land use category and appropriate zoning and development standards to accommodate the City's share of regional housing needs.	The specific plan provides for the development of single- and multiple-family residential uses throughout the specific plan area, and provides appropriate zoning and development standards to guide the development of future residential uses. The development guidelines allow a range of multifamily residential and mixed-use development that would allow the City to accommodate affordable housing within the specific plan area.	Yes

9 City of Paso Robles, *General Plan*, "Housing Element," "Land Use Element," (2003).

Goal/Policy	Discussion	Consistent?
Land Use Element		
Goal LU-1: Land Uses. Strive to maintain a balanced community, where the majority of residents can live, work, and shop.		
Policy LU-1A: Land Use Categories. Provide an appropriate mix and diversity of land uses.	The specific plan provides development guidelines for a mix of residential, commercial, and civic uses, with an emphasis on a varied mix of uses to provide walkable neighborhoods with a range of services and commercial uses within a convenient walking distance.	Yes
Goal LU-2: Image/Identity. Maintain/enhance the City's image/identity.		
Policy LU-2B: Visual Identity. Promote architectural and design excellence by imposing stringent design and construction standards for commercial, industrial, mixed-use, and multi-family projects.	The Specific Plan Development Code provides architectural standards, including a range of appropriate architectural styles for each neighborhood type. Design standards for commercial, industrial, mixed use, and multifamily development are provided.	Yes
Policy LU-2C: Local Heritage. Preserve/enhance downtown and the historic Vine Street neighborhood through adherence to established guidelines.	The Specific Plan Architectural Guidelines would ensure that future development within the Downtown area and other historic districts is consistent with the historical architectural context of each neighborhood.	Yes
Policy LU-2D: Neighborhoods. Strive to maintain and create livable, vibrant neighborhoods and districts with: • Attractive streetscapes, • A pedestrian friendly setting, • Coordinated site design, architecture, and amenities, • Adequate public and private spaces; and, • A recognizable and high quality design aesthetic.	The specific plan is intended to improve the walkability of all neighborhoods within the specific plan area by providing a mix of uses, streetscape improvements to enhance pedestrian safety and appeal, and architectural standards to preserve and enhance the visual appeal of the specific plan area.	Yes
Policy LU-2G: Specific Plans. Require for large, vacant and/or underutilized areas, as well as for areas with special planning needs, as follows (refer to Figure LU-3): • Oak Park Area Specific Plan	The Oak Park Specific Plan has been deleted and replaced by the Uptown Specific Plan. The Uptown Specific Plan Overlay would be removed and replaced with the Uptown/Town Centre Specific Plan designation and zoning.	Yes

Goal/Policy	Discussion	Consistent?
Policy LU-2H: Downtown. Continue to revitalize the historic Downtown. Focus efforts on developing Downtown Paso Robles as the specialty retail, government, office, cultural, conference, and entertainment center of the City and North County region.	The specific plan provides for the redevelopment of the Downtown area with a mix of commercial and residential uses, and proposes new and expanded cultural facilities such as trails, parks, and museums that would enhance the City's status as a cultural center.	Yes
Policy LU-2I: Infill. Encourage infill development as a means of accommodating growth, while preserving open space areas, reducing vehicle miles traveled, and enhancing livability/quality of life. Infill includes: 1. Mixed use development in the Downtown and/or in areas within walking distance to transit, employment centers, and commercial services where the environmental impacts of the development would be minimized; 2. Residential infill in/near established neighborhoods; 3. Increased densities on sites which can accommodate the increases without having an adverse effect on adjacent properties; 4. Targeted residential infill to help address the needs of Cuesta College students and employees, City and school district employees, seniors, lower income households and other special needs groups; and rehabilitation of older apartment complexes.	The specific plan is a plan for infill redevelopment within an area characterized by existing urban development. The proposed specific plan provides for mixed use development and a mix of commercial and residential use to improve the walkability of neighborhoods throughout the specific plan area.	Yes
Goal LU-4: Public Services and Facilities. Maintain/improve the quality of life enjoyed by residents.		
Policy LU-4A: Service Levels. Strive to ensure that City services and facilities are maintained at current levels and/or adopted standards, and are funded as revenues become available.	The specific plan proposed the development of upgrades to utility infrastructure such as water and sewer conveyance systems in order to accommodate growth within the specific plan area. The development of public facilities is a permitted use in the TC-1, TC-2, and RC zones, and a conditionally permitted use in the T3-N, T3-F, T4-N, T4-F, and T4-NC zones. Thus the specific plan provides for the future development of public facilities as determined necessary to maintain adequate services throughout the City.	Yes

6.9 MINERAL RESOURCES

SUMMARY

Sand and gravel mining along the Salinas River is an important mineral resource. Adoption and implementation of the Downtown Specific Plan / Uptown and Town Centre (Uptown/Town Centre Specific Plan) *would not cause closure of the existing mining operations within the specific plan area. In addition, under the specific plan, the Salinas River area would be zoned Open Space (OS). Sand and gravel operations are allowed within the OS zone with a Conditional Use Permit (CUP). Therefore, aggregate resources available along the Salinas River would not become unavailable with adoption of the specific plan. Impacts regarding mineral resources would be less than significant (Class III).*

6.9.1 EXISTING CONDITIONS

There are a wide variety of mineral resources in the Paso Robles area. Mining has played an important role in the area's history, including a brief gold rush at Pozo in the 1870s. There are currently three sites in the City that produce sand, gravel, and crushed rock; most are located in the stream channels.

The City of Paso Robles also has an abundance of mineral water. There are a number of mineral springs having both hot and cold water and a wide variety of chemical salts in solution. Several springs are used as mineral pools or baths. These springs are considered a resource with economic value.

6.9.1.1 Designated Resource Areas

Within the specific plan area, aggregate mineral resources have been classified by the State Geologist as being important mineral deposits (designated "MRZ-2a").[1] Areas classified MRZ-2a contain discovered mineral deposits that are either measured or indicated reserves, as determined by such evidence as drilling records, sample analysis, surface exposure, and mine information. Land included in the MRZ-2a category is of prime importance because it contains known economic mineral deposits. A typical MRZ-2a area would include an operating mine, or an area where extensive sampling indicates the presence of a significant mineral deposit.[2]

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1 Rincon Consultants, Inc., *City of Paso De Robles General Plan 2003,* "Conservation Element," (Adopted December 16, 2003), C-5.

2 California Department of Conservation, State Mining and Geology Board, *Guidelines for the Classification and Designation of Mineral Lands.*

Within the City, areas containing aggregate mineral resources are located along stream channels.[3] In the specific plan area, these mineral resources are located within the stream channel of the Salinas River, which continually deposits sand and gravel created from natural erosion processes occurring upstream from the specific plan area.

6.9.1.2 Existing Mining Operations

Within the City of Paso Robles there are three vested sand mining operations located along the Salinas River. All of these mining operations are located on the west side of North River Road, between 13th Street and Highway 46 East. Two sand and gravel mining operations are located within the boundaries of the specific plan area, the Salinas River Borrow Pit Mine and the North River Road Pit Mine. Both of these mines have existed prior to 1975, but have been idle for the last several years **Figure 6.9-1, Sand and Gravel Mine Locations,** shows the location of the mines.

Salinas River Borrow Pit Mine

The Salinas River Borrow Pit Mine is owned and operated by the City of Paso Robles and is located along the west bank of the Salinas River south of the 13th Street Bridge and near the intersection of 11th Street and Garden Street. The Salinas River Borrow Pit Mine is located on City corporation yard property; the area mined is located within the floodplain of the Salinas River and is approximately 0.5 acre.

Mining is conducted with a skip loader and leaves a 3- to 4-foot depression. The sand is then stockpiled on site for later loading into trucks. A relatively small stockpile is maintained at the edge of the floodplain. Less than 5,000 cubic yards of sand is extracted annually, to be used for various public work programs. Occasionally a mechanical sifter is used to screen out unwanted material. This type of mining is dependent on an average amount of rainfall to replenish previously mined areas. Limited sand mining allows for the river to reclaim itself through the natural process of alluvial deposition.

As mentioned above, the mine has been idle for a number of years. The reclamation plan for the mine consists of allowing the Salinas River to reclaim itself during the winter months.

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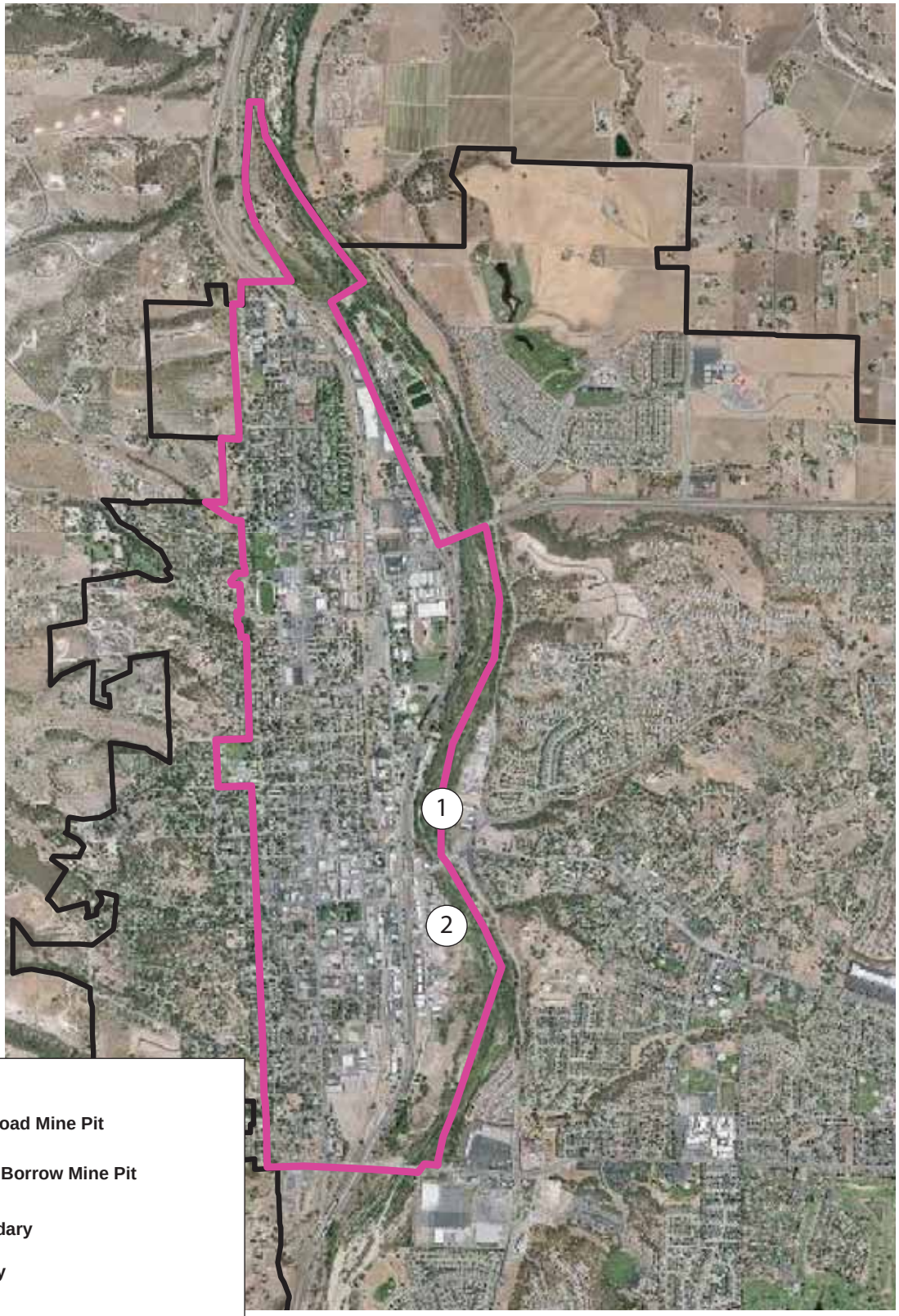
3 Rincon Consultants, Inc., *City of Paso De Robles General Plan 2003,* Conservation Element Appendix, (Adopted December 16, 2003), C-15.



LEGEND

1 North River Road Mine Pit

2 Salinas River Borrow Mine Pit

Project Boundary

City Boundary

0.5 0.25 0 0.5

APPROXIMATE SCALE IN MILE

SOURCE: City of Paso Robles – October 2009

FIGURE **6.9-1**

Sand and Gravel Mine Locations

970-002•10/09

North River Road Pit Mine

The North River Road Pit Mine is owned and operated by Viborg Sand and Gravel, Inc., and is located on the east bank of the Salinas River just north of the 13th Street Bridge at 1529 North River Road. The operation is located on Assessor's Parcel Nos. 9-732-18, 19, and 20. While the mining operations have not been conducted at the site for a number of years and the mine remains idle, Viborg Sand and Gravel has indicated that it reserves the right to extract up to 50,000 cubic yards of materials from the site for an indefinite number of years.

Mining is conducted with a skip loader to a maximum depth of 8 feet, and the sand is then stockpiled on site for later loading into trucks. Occasionally, a mechanical sifter is used to screen out unwanted material. This type of mining is dependent on an average amount of rainfall to replenish previously mined areas. Limited sand mining allows for the river to reclaim itself through the natural process of alluvial deposition.

The area mined is within the floodplain of the Salinas River, but it is above the low-flow channel and consists of an open sandy area surrounded by riparian trees. The eastern portion of the site is used for equipment storage. The mine owner has agreed to remove all mining equipment and stockpiles upon abandonment of the mine. The river will reclaim the mine site upon its abandonment.[4]

6.9.2 REGULATORY FRAMEWORK

6.9.2.1 State Regulations

State Surface Mining and Reclamation Act

The State Surface Mining and Reclamation Act of 1975 (SMARA),[5] as amended, mandated the development of mineral land classifications to help identify and protect mineral resources in areas within the state that are subject to urban expansion or other irreversible land uses that would preclude mineral extraction. After designation of mineral resource areas, SMARA provided for the classification of designated lands containing mineral deposits of regional or statewide significance. In addition, SMARA was designed to provide guidelines for the proper reclamation of mineral lands.

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4 City of El Paso de Robles, *Reclamation Plan for In-Stream Surface Mining of Sand and Gravel from the Salinas River, Applicant Viaborg Sand and Gravel, Inc.*

5 Public Resources Code, Section 2710 et seq.

In compliance with SMARA, the State Mining and Geology Board, more commonly referred to as the California Geological Survey (CGS), established Mineral Resources Zones (MRZs) to designate lands that contain mineral deposits. The classifications used by the state to define MRZs are as follows:

- MRZ-1: Areas where the available geologic information indicates no significant mineral deposits or a minimal likelihood of significant mineral deposits.
- MRZ-2a: Areas where the available geologic information indicates that there are significant mineral deposits.
- MRZ-2b: Areas where the available geologic information indicates that there is a likelihood of significant mineral deposits.
- MRZ-3a: Areas where the available geologic information indicates that mineral deposits are likely to exist; however, the significance of the deposit is undetermined.
- MRZ-4: Areas where there is not enough information available to determine the presence or absence of mineral deposits.

6.9.2.2 Local

City of El Paso de Robles General Plan

The City of Paso Robles regulates mineral resources through the implementation of adopted policies and programs within the general plan, which prescribes goals, policies, and action items to protect the community's mineral resources.[6] The Conservation Element contains policy statements that serve as a framework for evaluating proposed projects in regard to their potential to effect proposed development within the City. Building plans for development in the City would be reviewed for consistency with these policies. Policies relevant to this section include the following:

POLICY C-4A: Manage the extraction of mineral resources in order:

- To protect and conserve those Portland cement concrete aggregate mineral resources classified by the State Geologist as being important mineral deposits (i.e., designated "MRZ-2");
- To protect other properties and natural resources from any adverse impacts associated with mining operations.

6 Rincon Consultants, Inc., *City of Paso De Robles General Plan 2003*, "Conservation Element," (Adopted December 16, 2003), C-5.

Municipal Code

The City's Municipal Code[7] contains regulations regarding the operation of surface mining and mine reclamation within the City.

6.9.3 THRESHOLDS OF SIGNIFICANCE

Appendix E of the *Rules and Regulations for the Implementation of the California Environmental Quality Act (CEQA)*[8] contains the Initial Study Environmental Checklist form. Issues presented in the checklist have been used as thresholds of significance in this section. Accordingly, a project may present a significant impact if it would

- result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state, or
- result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan.

6.9.4 PROJECT IMPACTS

6.9.4.1 Proposed Specific Plan Components

The specific plan[9] provides for land uses that are permitted, conditionally permitted, or temporarily permitted for each zone. Sand and gravel mining operations are conditionally permitted (requires a CUP) under the Open Space (OS) zoning. Therefore, under the specific plan, new mining operations would be required to obtain a CUP to conduct mining operations within land zoned as Open Space. The existing mining operations in the specific plan area are located within the Salinas River, which would be zoned OS under the specific plan. However, these mines would not be required to obtain a CUP as they are pre-existing operations.

6.9.4.2 Impact Analysis

The environmental impact analysis presented in this section is based on the results of information received in response to the Notice of Preparation (NOP), and/or other review of the project by planning staff for issues that were determined to be potentially significant, or for issues identified by reviewing

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7 City of Paso Robles, Municipal Code, Title 21, Chapter 21.17 Surface Mining and Reclamation.

8 City of Paso Robles, *Rules and Regulations for the Implementation of the California Environmental Quality Act*, July 2009.

9 Moule & Polyzoides Architects and Urbanists, *Downtown Specific Plan-Uptown & Town Centre*, Chapter 5, Table 5.3-1 (2009), p. 5:9

agencies, organizations, or individuals commenting on the NOP that made a reasonable argument that the issue was potentially significant (see **Responses to the NOP**, **Appendix 2.0**).

6.9.4.2.1: Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state. (Class III – Not Significant)

Impact Analysis

Two idle sand and gravel mining operations are located within the boundaries of the specific plan area, the Salinas River Borrow Pit Mine and the North River Road Pit Mine. The mines are located along the Salinas River and within the Salinas River area, as designated by the specific plan.

The Salinas River area, which is the location of important sand and gravel resources, would be zoned OS under the specific plan. As described above, under the specific plan, sand and gravel operations are allowed within the OS zone with a CUP. Therefore, future mining operations within the Salinas River could be approved provided they meet the requirements of the CUP, and the sand and gravel resources within the specific plan area would not become unavailable.

According the Municipal Code,[10] no person who obtained a vested right to conduct surface mining operations prior to January 1, 1976, shall be required to secure a permit to mine. As all provisions of the Municipal Code continue to apply within the specific plan area, except as expressly provided to the contrary in the specific plan's Development Code,[11] the existing mining operations would not be required to obtain a CUP upon adoption of the specific plan.

The specific plan proposes a trail system that travels along the banks of the Salinas River. The trail system would be routed around the mining areas to allow for future operation of the mines.

Existing and future mining operations would not be inhibited by the specific plan, therefore, impacts regarding the loss of availability of a known mineral resource would be less than significant.

Mitigation Measures

No mitigation is required.

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10 City of Paso Robles, Municipal Code, Title 21, Chapter 21.17, Surface Mining and Reclamation, Section 21.17.040.

11 Moule & Polyzoides Architects and Urbanists, *Downtown Specific Plan-Uptown & Town Centre*, Chapter 5, (2009). p. 5:1

Residual Impacts

Impacts regarding the loss of availability of a known mineral resource would be less than significant (Class III).

6.9.4.2.2: Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan. (Class III – Not Significant)

Impact Analysis

Within the specific plan area, aggregate mineral resources have been classified by the State Geologist as being important mineral deposits (designated "MRZ-2a").[12] Therefore, aggregate deposits along the Salinas River are considered locally important mineral resources.

As described in the analysis above, adoption of the specific plan would not cause closure of the existing mining operations nor would it preclude future mining operations within the specific plan area. Under the Specific plan, the Salinas River area would be zoned OS. Sand and gravel operations are allowed within the OS zone with a CUP.

Therefore, aggregate resources available along the Salinas River would not become unavailable with adoption of the specific plan. Impacts regarding the loss of availability of a locally important mineral resource would be less than significant.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts regarding the loss of availability of a locally important mineral resource would be less than significant (Class III).

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12 Rincon Consultants, Inc., *City of Paso de Robles General Plan 2003*, "Conservation Element," (Adopted December 16, 2003), C-5.

6.9.5 CUMULATIVE IMPACTS

6.9.5.1: Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.) (Class III – Not Significant)

Impact Analysis

There are a wide variety of mineral resources in the Paso Robles area. There are currently three sites in the planning area that produce sand, gravel, and crushed rock. As described above, two of these sand and gravel mining sites are located within the specific plan area. There are a number of mineral springs having both hot and cold water and a wide variety of chemical salts in solution within the City. These springs are considered a resource with economic value.

Development under the general plan and other future projects could lead to impacts on mineral resources. However, the general plan[13] and the Municipal Code[14] contain policies and regulations designed to guide the conservation and extraction of mineral resources within the City's planning area. Individual projects would be subject to review by the city and would be required to conform to relevant policies and regulations regarding mineral resources. This would ensure that future development would not create significant impacts on mineral resources. In addition, the specific plan would not contribute to the unavailability of mineral resources, and therefore, would not contribute to such losses on a cumulative scale. Therefore, impacts would be less than significant (Class III).

Mitigation Measures

No mitigation is required.

Residual Impacts

Cumulative impacts would be less than significant (Class III).

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13 Rincon Consultants, Inc., *City of Paso De Robles General Plan 2003*, "Conservation Element," (Adopted December 16, 2003), C-5.

14 City of Paso Robles, Municipal Code, Title 21, Chapter 21.17, Surface Mining and Reclamation, Section 21.17.040.

6.9.6 GENERAL PLAN CONSISTENCY ANALYSIS

The general plan's Conservation Element provides for conservation of natural resources within the City. As shown on **Table 6.9-1, General Plan Consistency Analysis**, the proposed specific plan is considered consistent with policies that apply to mineral resources within the general plan.

Table 6.9-1
General Plan Consistency Analysis

General Plan Policy	Analysis
POLICY C-4A: Manage the extraction of mineral resources in order: • To protect and conserve those Portland cement concrete aggregate mineral resources classified by the State Geologist as being important mineral deposits (i.e., designated "MRZ-2"); • To protect other properties and natural resources from any adverse impacts associated with mining operations.	**Consistent.** Adoption of the specific plan would not impact existing mining operations within the specific plan area. In addition, under the Specific plan, the Salinas River area (where the existing mining operations, and aggregate mineral resources designated as MRZ-2a are located) would be zoned Open Space (OS). Future sand and gravel mining operations are allowed within the OS zone with a CUP. For future mining operations, application and approval of a CUP would assure that natural resources and other adverse impacts associated with mining operations would not occur or would be mitigated. Existing mining operations would not be required to obtain a CUP.

Source: Impacts Sciences, Inc., 2009.

6.10 NOISE

SUMMARY

Vehicular noise could potentially affect sensitive receptors within the Paso Robles Downtown Specific Plan / Uptown & Town Centre (Uptown/Town Centre Specific Plan) area, as well as sensitive receptors located along the roadway system. The majority of the noise-level increases on project roadways would neither be audible (less than 3 A-weighted decibels [dB(A)]) nor exceed the City of Paso Robles exterior threshold of 65 db(A) day/night average noise level (L_{dn}); thus, noise-level increases would result in less than significant impacts. An exception would be Riverside Avenue north of 24th Street. However, this increase would occur over an approximately 25-year period and would be incremental due to the duration of the increase. In addition, the overall noise levels along this roadway would be below the City of Paso Robles exterior threshold of 65 dB(A) L_{dn}, and would be less than significant (Class III).

Land uses developed as part of the specific plan and placed within approximately 140 feet of the centerline of the railroad track could be exposed to noise levels in excess of the City's 65 dB(A) L_{dn} threshold, resulting in significant impacts. This impact would be reduced to less than significant through the incorporation of attenuation measures (Class II).

The major stationary sources of noise that would be introduced in the area by the project would include rooftop equipment, loading docks, and parking lots. Since the project would be required to adhere to City noise standards, all stationary sources would be required to provide shielding or other noise-abatement measures so as not to cause a substantial increase in ambient noise levels. This noise would be potentially significant but mitigable (Class II).

Project development activities would primarily include site preparation (grading and excavation) and construction of internal roadways and other infrastructure, driveways, and structures. These activities typically involve the use of heavy equipment such as haul trucks, scrapers, tractors, loaders, concrete mixers, and cranes. This equipment would generate both steady-state and episodic noise and vibration both on and off the project site. Construction noise and vibration impacts would be reduced to less than significant through the incorporation of attenuation measures (Class II).

6.10.1 INTRODUCTION TO NOISE AND VIBRATION

6.10.1.1 Introduction to Noise

Noise is ordinarily described as unwanted sound. Sound is generally undesirable when it interferes with normal activities, causes actual physical harm, or has an adverse effect on health. The definition of

"noise" as unwanted sound implies that it has an adverse effect on, or causes a substantial annoyance to, people and their environment.

Sound-pressure level alone is not a reliable indicator of loudness because the human ear does not respond uniformly to sounds at all frequencies. For example, the human ear is less sensitive to low and high frequencies than to the medium frequencies that more closely correspond to human speech. In response to the human ear's sensitivity, or lack thereof, to different frequencies, the A-weighted noise level, referenced in units of dB(A), was developed to better correspond with people's subjective judgment of sound levels. In general, changes in a noise level of less than 3 dB(A) are not noticed by the human ear.[1]

Changes from 3 to 5 dB(A) may be noticed by some individuals who are extremely sensitive to changes in noise. An increase of greater than 5 dB(A) is readily noticeable, while the human ear perceives a 10 dB(A) increase in sound level to be a doubling of sound volume. A doubling of sound energy results in a 3 dB(A) increase in sound, which means that a doubling of sound wave energy (e.g., doubling the volume of traffic on a roadway), would result in a barely perceptible change in sound level. Common noise levels associated with certain activities are shown on **Figure 6.10-1, Common Noise Levels.**

Noise sources occur in two forms: (1) point sources, such as stationary equipment or individual motor vehicles; and (2) line sources, such as a roadway with a large number of mobile point sources (motor vehicles). Sound generated by a stationary point source typically diminishes (attenuates) at a rate of 6 dB(A) for each doubling of distance from the source to the receptor at acoustically hard sites and at a rate of 7.5 dB(A) at acoustically soft sites.[2]

A hard, or reflective, site does not provide any excess ground-effect attenuation and is characteristic of asphalt, concrete, and very hard-packed soil. An acoustically soft or absorptive site is characteristic of normal earth and most ground with vegetation. As an example, a 60 dB(A) noise level measured at 50 feet from a point source at an acoustically hard site would be 54 dB(A) at 100 feet from the source and it would be 48 dB(A) at 200 feet from the source. Noise from the same point source at an acoustically soft site would be 52.5 dB(A) at 100 feet and 45 dB(A) at 200 feet from the source. Sound generated by a line source typically attenuates at a rate of 3 dB(A) and 4.5 dB(A) per doubling distance from the source to the receptor for hard and soft sites, respectively.[3]

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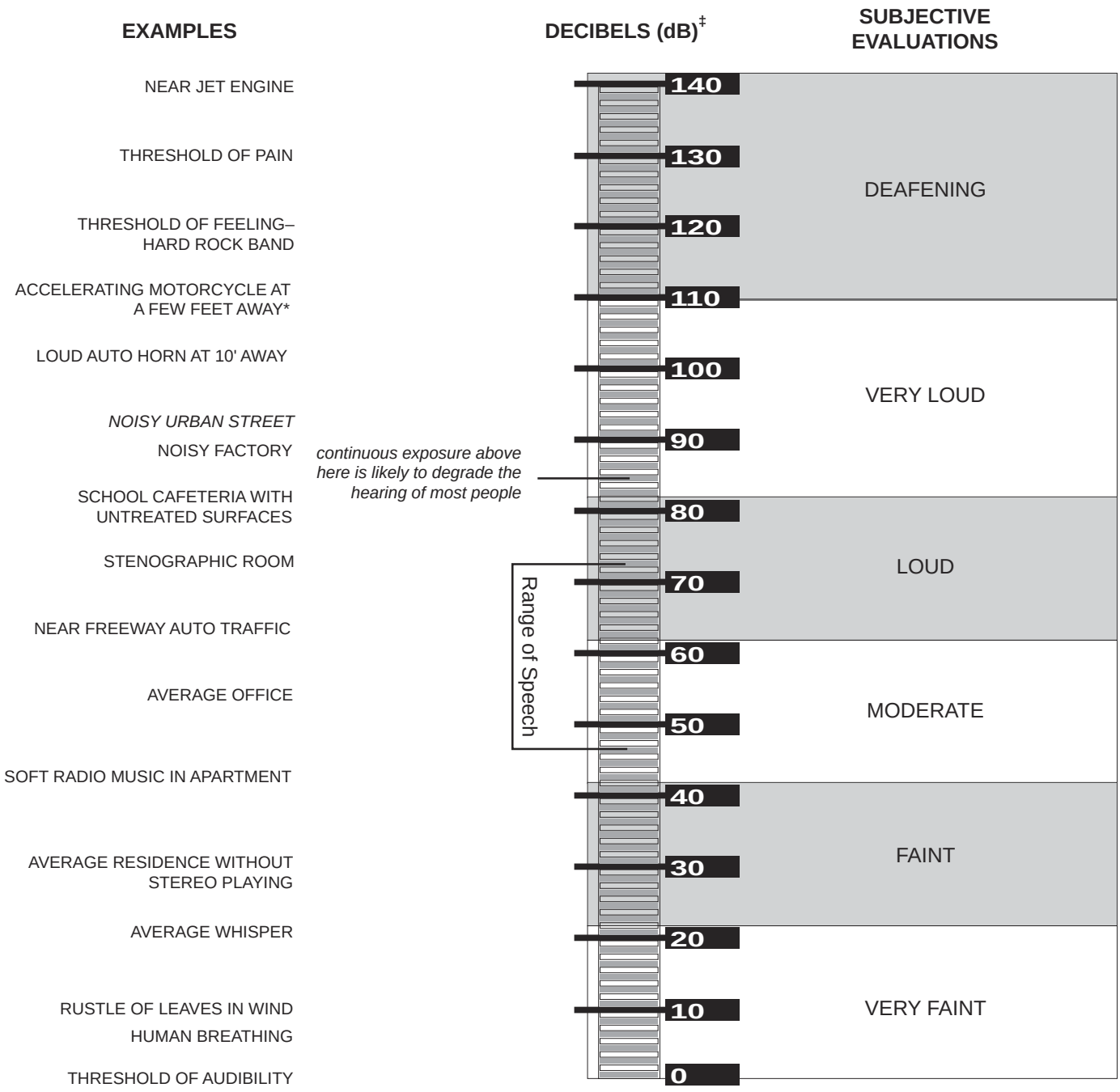
1 US Department of Transportation, Federal Highway Administration, *Highway Noise Fundamentals*, (Springfield, Virginia: Federal Highway Administration, 1980) 81.

2 US Department of Transportation, *Highway Noise Fundamentals*, 97.

3 US Department of Transportation, *Highway Noise Fundamentals*, 97.



** NOTE: 50' from motorcycle equals noise at about 2000' from a four-engine jet aircraft.*

‡NOTE: dB are "average" values as measured on the A–scale of a sound–level meter.

FIGURE **6.10-1**

Common Noise Levels

Artificial or natural barrier can also attenuate sound levels, as illustrated in **Figure 6.10-2, Noise Attenuation by Barriers.** Solid walls and berms may reduce noise levels by 5 to 10 dB(A).[4] The same point source at an acoustically soft site would be 52.5 dB(A) at 100 feet and 45 dB(A) at 200 feet from the source. Sound generated by a line source typically attenuates at a rate of 3 dB(A) and 4.5 dB(A) per doubling distance from the source to the receptor for hard and soft sites, respectively.[5] Artificial or natural barriers can also attenuate sound levels, as illustrated in **Figure 6.10-2**. Solid walls and berms may reduce noise levels by 5 to 10 dB(A).[6]

The minimum attenuation of exterior to interior noise provided by typical structures in California is provided in **Table 6.10-1, Outside to Inside Noise Attenuation (dB(A)).**

Table 6.10-1
Outside to Inside Noise Attenuation (dB(A))

Building Type	Open Windows	Closed Windows1
Residences	17	25
Schools	17	25
Places of Worship	20	30
Hospitals/Convalescent	17	25
Offices	17	25
Theaters	20	30
Hotels/Motels	17	25

Source: Transportation Research Board, National Research Council, Highway Noise: A Design Guide for Highway Engineers, National Cooperative Highway Research Program Report 117.
[1] *As shown, structures with closed windows can attenuate exterior noise by a minimum of 25 to 30 dB(A).*

When assessing community reaction to noise, there is an obvious need for a scale that averages sound-pressure levels over time and quantifies the result in terms of a single numerical descriptor. Several scales have been developed that address community noise levels. Those that are applicable to this analysis are the L_{eq} and CNEL. L_{eq} is the average A-weighted sound level measured over a given time interval L_{eq} can be measured over any period, but is typically measured for 1-minute, 15-minute, 1-hour, or 24-hour periods. CNEL is another average A-weighted sound level measured over a 24-hour period. However, this noise scale is adjusted to account for some individuals' increased sensitivity to noise levels during the

4 US Department of Transportation, *Highway Noise Fundamentals*, 18.
5 US Department of Transportation, *Highway Noise Fundamentals*, 18.
6 US Department of Transportation, *Highway Noise Fundamentals*, 18.

evening and nighttime hours. A community noise equivalent level (CNEL) noise measurement is obtained by adding 5 decibels to sound levels occurring during the evening from 7:00 PM to 10:00 PM, and 10 decibels to sound levels occurring during the nighttime from 10:00 PM to 7:00 AM. The 5 and 10 decibel penalties are applied to account for increased noise sensitivity during the evening and nighttime hours. The logarithmic effect of adding these penalties to the 1-hour equivalent continuous noise level (L_{eq}) measurements typically results in a CNEL measurement that is within approximately 3 dB(A) of the peak-hour L_{eq}.[7]

6.10.1.2 Introduction to Vibration

Vibration consists of waves transmitted through solid material. The solid medium can be excited by forces, movements, or pressure fields. Groundborne vibration propagates from the source through the ground to adjacent buildings by surface waves. Vibration may comprise a single pulse, a series of pulses, or a continuous oscillatory motion. The frequency of a vibrating object describes how rapidly it is oscillating, measured in hertz (Hz). Most environmental vibrations consist of a composite, or "spectrum" of many frequencies, and generally are classified as broadband or random vibrations. The normal frequency range of most groundborne vibration that can be felt generally starts from a low frequency of less than 1 Hz to a high of about 200 Hz. Vibration often is measured in terms of the peak particle velocity (PPV)[8]

Vibration energy spread out as it travels through the ground, causing the vibration amplitude to attenuate with distance from the source. High-frequency vibrations reduce much more rapidly than low-frequency vibrations, so that in the far-field from a source the low frequencies tend to dominate. An example of high-frequency vibration would be the ultrasound used in medicine, while sources of low-frequency vibration include pumps, boilers, electrical installations, fans, and road and rail traffic. Soil properties also affect the propagation of vibration. When groundborne vibration interacts with a building, there is usually a ground-to-foundation coupling loss, but the vibration can also be amplified by the structural resonances of the walls and floors. Vibration in buildings typically is perceived as rattling of windows or items on shelves, or the motion of building surfaces.

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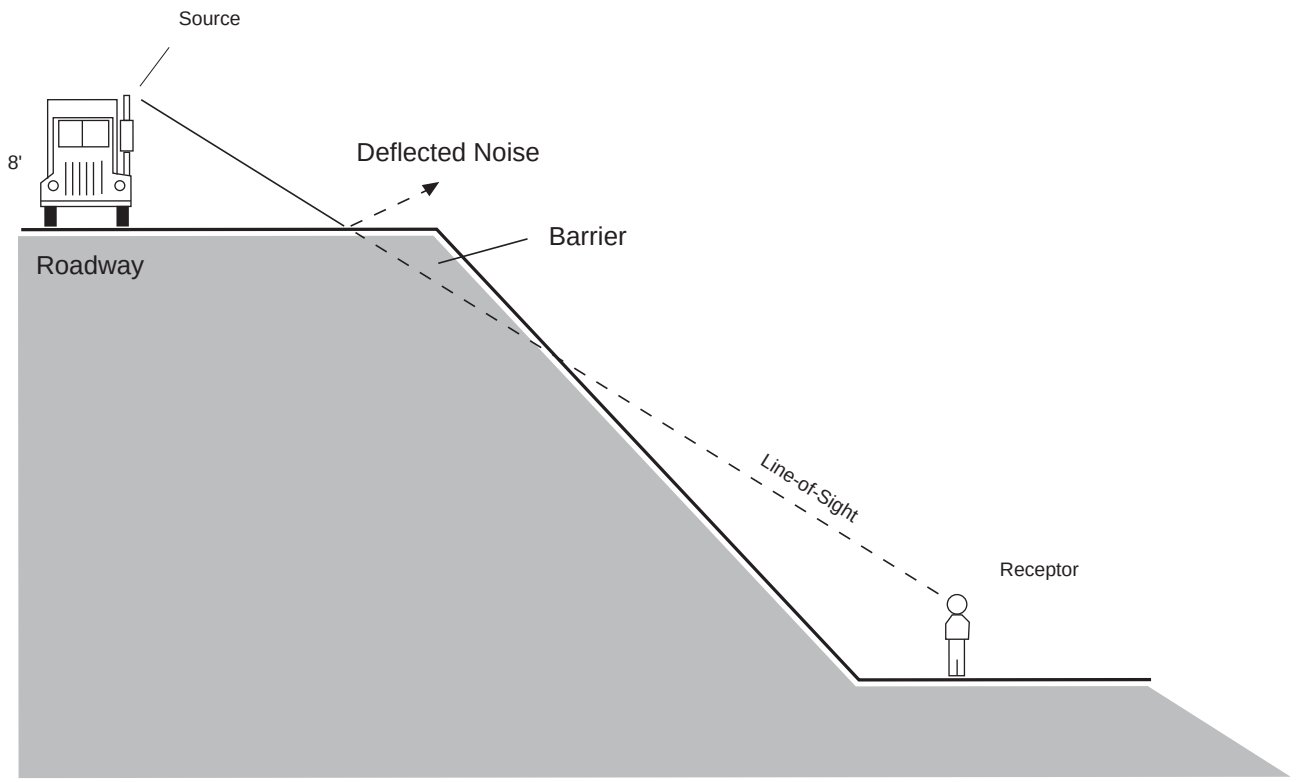
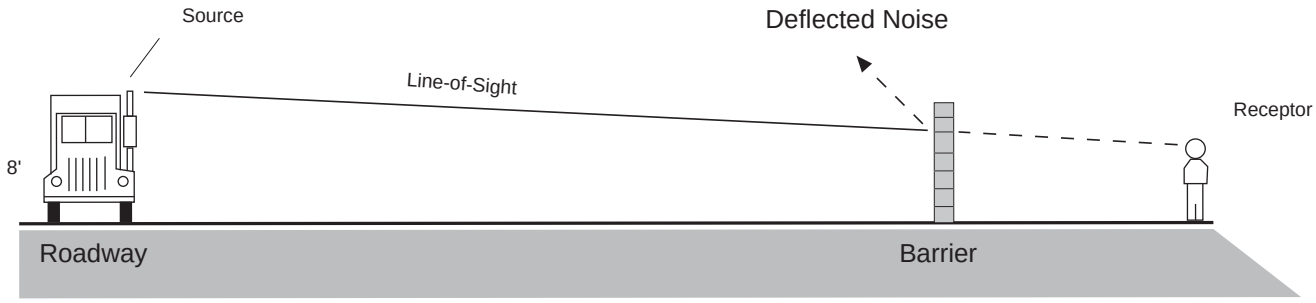
7 California Department of Transportation, *Technical Noise Supplement: A Technical Supplement to the Traffic Noise Analysis Protocol*, (Sacramento, California: October 1998), N51–N54.

8 Particle velocity is the velocity of a particle (real or imagined) in a medium as it transmits a wave.



"Barrier Effect" Resulting from Differences in Elevation.



"Barrier Effect" Resulting from Typical Soundwall.

SOURCE: Impact Sciences, Inc. – November 2009

FIGURE **6.10-2**

Noise Attenuation by Barriers

Groundborne vibration can be perceived without instrumentation within a few hundred feet of certain types of construction activities, especially pile driving. Road vehicles rarely create enough groundborne vibration to be perceptible to humans unless the road surface is poorly maintained and there are potholes or bumps. If traffic, typically heavy trucks, induces perceptible vibration in buildings, such as window rattling or shaking of small loose items, then it is most likely an effect of low-frequency airborne noise or ground characteristics. Human annoyance by vibration is related to the number and duration of events. The more events or the greater the duration, the more annoying it will be to humans. **Figure 6.10-3, Typical Levels of Ground-Borne Vibration**, identifies the typical groundborne vibration levels in inches/second PPV and human response to different levels of vibration.

6.10.2 EXISTING CONDITIONS

6.10.2.1 Roadway Noise

Roadway traffic is the primary source of noise in the City of Paso Robles and the proposed project area. Highway 101 and State Route (SR) 46 carry by far the most traffic through the area, and are consequently the major noise contributors within the City. Highway 101 and SR-46 are both regional routes that provide access to the proposed project area within the City of Paso Robles. The existing 65 dB(A) L_{dn} contour from Highway 101 ranges from 264 to 494 feet from the centerline, while the existing 65 dB(A) L_{dn} contour from SR-46 East ranges from 166 to 202 feet from centerline **Figure 6.10-4, Existing Roadway and Railroad Noise Contours in Project Area,** shows the noise contours associated with roadways and the railroad throughout different portions of the proposed project area. Railroad operations are discussed below. **Table 6.10-2, Existing Roadway Noise Levels with Specific Plan Area,** shows data relative to the existing roadway traffic noise for major streets in the specific plan area.

6.10.2.2 Railroad Operations

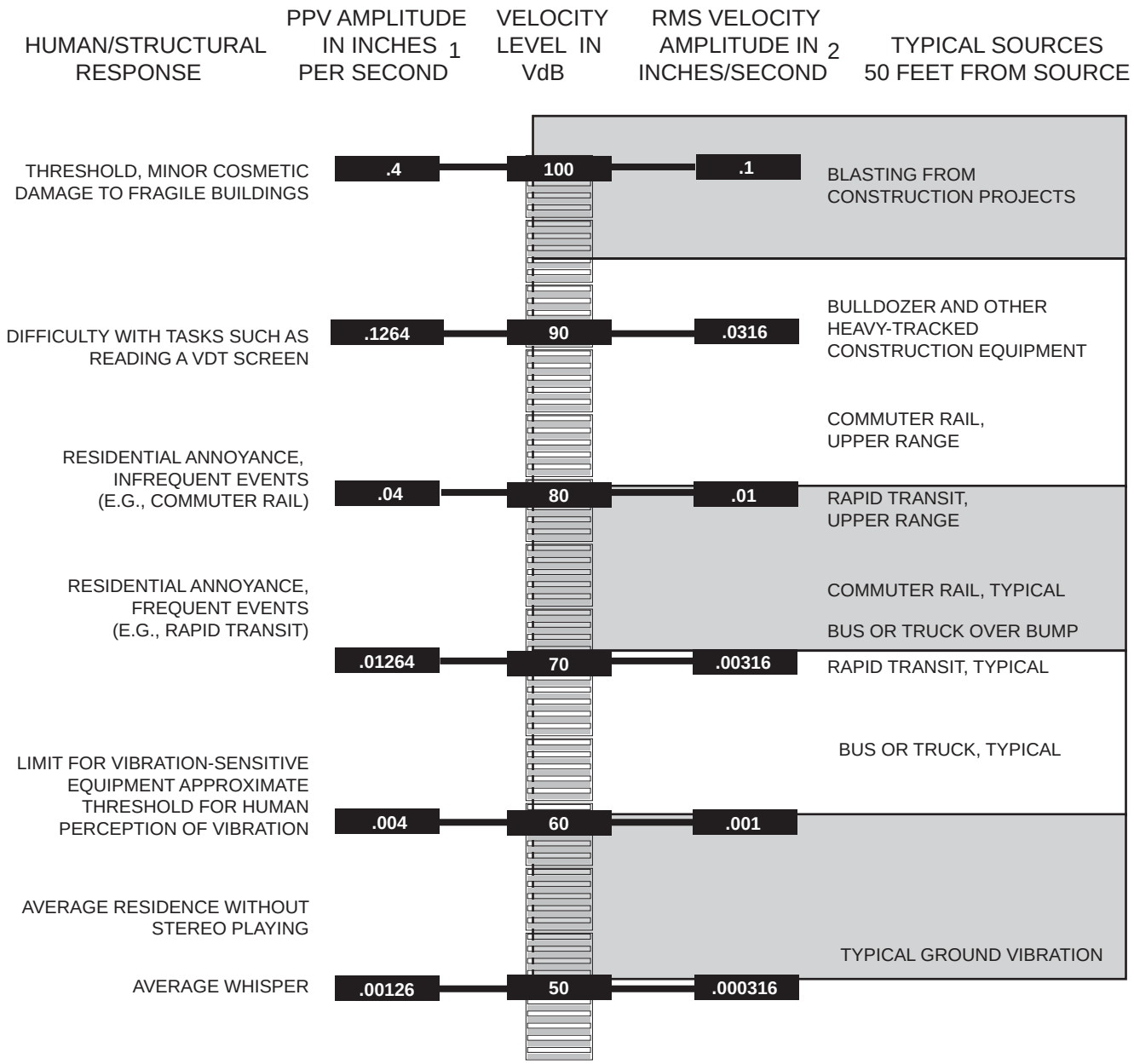
The Union Pacific Railroad (UPRR) operates one rail line through the City of Paso Robles and the proposed project area. The UPRR corridor runs in a generally north-south direction through the City, on the east side of Highway 101 from the southern City boundary, north to approximately the northbound Highway 101 Spring Street exit, and through the project area on the west side of Highway 101 from the northbound Spring Street exit to the southbound Highway 101 Spring Street exit, where it crosses back to the east side of Highway 101 to the northern City boundary.

Table 6.10-2
Existing (2008) Roadway Noise Levels
Within Specific Plan Area

Roadway	Segment	CNEL in dB(A) at 75 Feet from Roadway Centerline
	EAST-WEST	
12th Street	Riverside Avenue/Vine Street	54.2
13th Street	Riverside Avenue/Vine Street	59.6
16th Street	Riverside Avenue/Pine Street	54.3
21st Street	Riverside Avenue/Spring Street	53.0
24th Street	Riverside Avenue/Spring Street	59.9
24th Street	Spring Street/Vine Street	57.8
	NORTH-SOUTH	
Vine Street	1st Street/24th Street	57.1
Vine Street	24th Street/Fein Street	50.8
Oak Street	4th Street/10th Street	46.8
Oak Street	30th Street/36th Street	48.5
Spring Street	1st Street/4th Street	62.2
Spring Street	4th Street/13th Street	61.1
Spring Street	13th Street/24th Street	60.1
Spring Street	24th Street/28th Street	59.6
Spring Street	28th Street/32nd Street	58.0
Spring Street	32nd Street/36th Street	56.8
Park Street	28th Street/36th Street	46.0
Pine Street	4th Street/21st Street	54.6
Pine Street	21st Street/23rd Street	45.0
Riverside Avenue	s/o 13th Street	58.1
Riverside Avenue	13th Street/Gregory Ave	57.8
Riverside Avenue	Gregory Avenue/24th Street	55.9
Riverside Avenue	n/o 24th Street	49.4
Paso Robles Street	s/o 13th Street	56.2

Source: Impact Sciences, model calculations are in Appendix 6.10

It is estimated that about four freight and two passenger trains travels along the UPRR rail line within the City of Paso Robles and proposed project area. One of the freight trains generally passes through the City at night, between the hours or 10:00 PM and 7:00 AM.

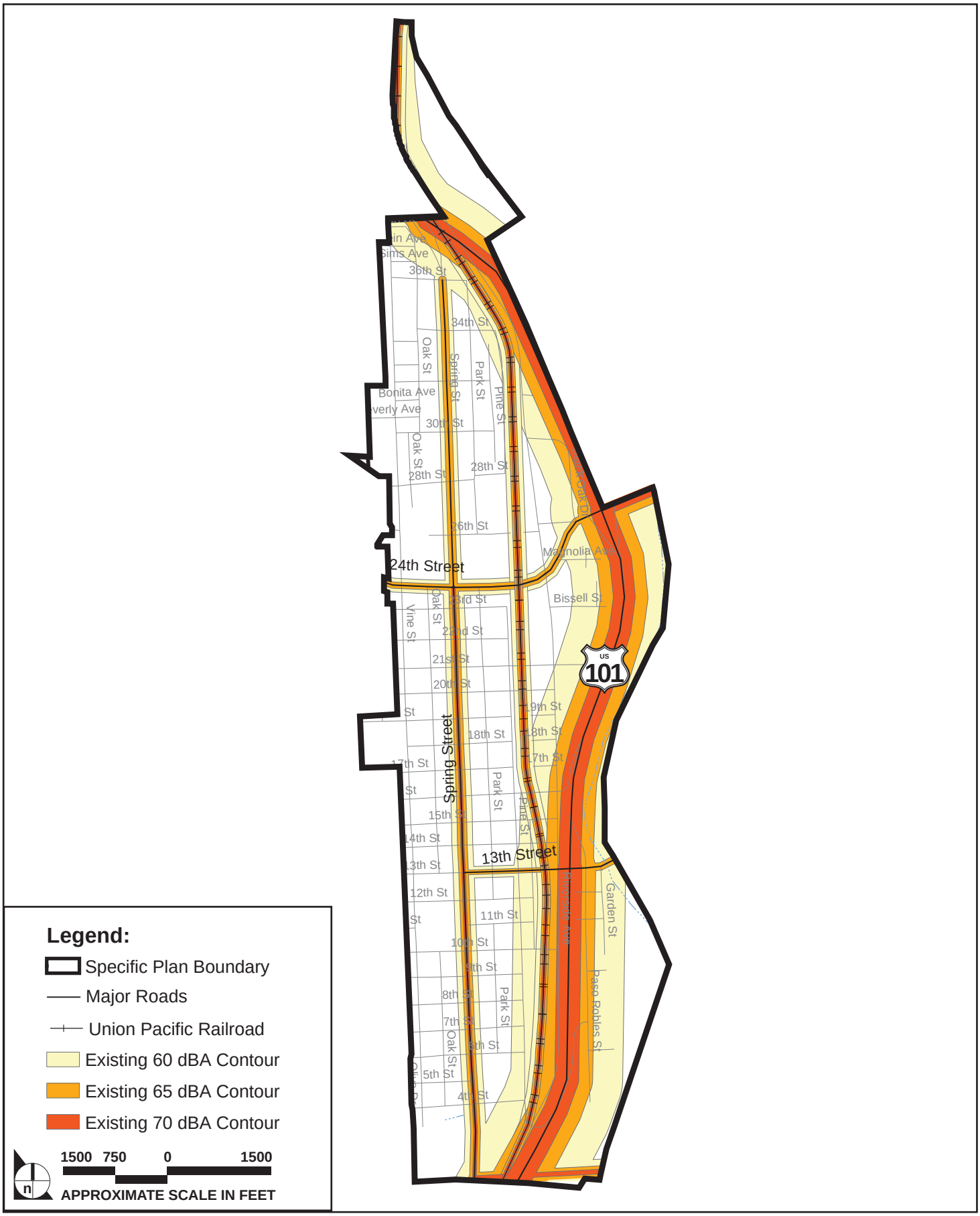


[1] PPV is typically a factor 1.7 to 6 times greater than RMS vibration velocity. A factor of 4 was used to calculate noise levels.

[2] Vibration levels in terms of velocity levels are defined as: $V=20 \times \log_{10} (a/r)$
V=velocity levels in decibels
a=RMS velocity amplitude
r=reference amplitude (accepted reference quantities for vibration velocity are 1×10^{-6} inches/second in the United States)

FIGURE **6.10-3**

Typical Levels of Ground-Bourne Vibration



SOURCE: City of Paso Robles General Plan – 2003

FIGURE **6.10-4**

Existing Roadway and Railroad Noise Contours in Project Area

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Warning whistles from trains and warning arms at at-grade street crossings cause a degree of nuisance noise unique to rail activity. Freight trains can be louder than passenger trains because they typically use more engines and are longer. A variety of railroad operating conditions occur in the City due to the presence of grade crossings, curves, grades, and congested areas. For this reason, speeds and the use of the warning horn vary considerably from location to location within the City. The average sound exposure level (SEL) for the observed freight trains that run through the City and proposed project area is 98–101 dB at a distance of 100 feet from the track centerline; for the passenger trains passing through the City and proposed project area, the SEL is 93-104 dB(A). **Table 6.10-3, Existing Approximate Distance to Railroad Noise Contours,** shows the existing noise contour distances from each rail line within the City and proposed project area in L_{dn}.

Table 6.10-3
Existing Approximate Distance to Railroad Noise Contours

Train Source	L_{dn}, at 100 feet	Distance to L_{dn} Contour (feet)		
		70	65	60
Union Pacific (freight)	61.6	-	-	-
Amtrak (passenger)	59.9	-	-	-
Combined L_{dn}	61.6	28	59	128

Source: City of Paso Robles General Plan 2003, Noise Element, p. N-25

6.10.2.3 Airport Operations

The Paso Robles Municipal Airport is a public use airport located in the northeastern portion of the City, off Airport Road, north of SR-46 East, approximately 3.5 miles to the northwest of the proposed project area. The general traffic patter zone from the airport is northeast to southwest, over the agricultural and grazing lands to the northeast, and over industrial park-designated lands to the southwest. The proposed project is well outside the 60 dB(A) L_{dn} noise contour for the Paso Robles Airport.

6.10.2.4 Commercial and Industrial Operations

Commercial and industrial operations can be substantial source of noise, depending on the specific type of use and hours of operation. Stationary noise sources of concern typically include generators, pumps, air compressors, outdoor speakers, motors, heavy equipment, and similar machinery.

These are often associated with trucking companies, tire shops, auto mechanic shops, metal shops, shopping centers, drive-up windows, car washes, loading docks, athletic fields, and electric generating stations.

Existing commercial/industrial operations may result in noise impacts when they are adjacent to noise sensitive land uses. Noise generation within an industrial or commercial facility or in close proximity to many types of agricultural equipment is controlled indirectly by federal and state employee health and safety regulations (e.g., OSHA and Cal-OSHA), but exterior noise emissions from such operations nevertheless have the potential to exceed locally acceptable standards and nearby noise-sensitive uses. Typical commercial and industrial noise sources include loading dock operations, parking lot activity, on-site equipment (including heating and air conditioning units), and heavy-truck idling. Currently, potential stationary noise impacts in the City are most common near the following locations:

- The Commerce Industrial Park, located on Commerce Way and south of Sherwood Road. This industrial area includes various manufacturing plants. It is located approximately 2.5 miles to the southeast of the proposed project area.
- The North River Road area. Businesses in this area include a concrete "redi-mix" plant, auto body shop, grading and paving company, and several other industrial uses. It is located northeast of the proposed project area.
- The area near San Luis Tank, located near 26th Street and east of Spring Street within the proposed project area. The facility manufactures oil and water storage tanks. Principal noise sources associated with the plant are the cutting, grinding and welding of sheet metal.
- The Union/Golden Hill Road area. This area includes a welding operation and other industrial uses and is located to the east of the proposed project area.

6.10.2.5 Agricultural Operations

Agricultural operations produce noise associated with the following equipment: wind machines, cotton gins, diesel engines, aerial application aircrafts (crop dusters), cotton pickers, bird frightening devices, and tractors. Many of these noise sources lie outside the City and the proposed project area and are related to seasonal operations. While these sources may periodically affect City residents they are usually outside the City's jurisdiction to enforce noise ordinances.

6.10.3 REGULATORY FRAMEWORK

6.10.3.1 Federal Regulations

Department of Housing and Urban Development

The US Department of Housing and Urban Development (HUD) has set a goal of 65 dB(A) L_{dn} (a 24-hour noise measurement equivalent to CNEL) as a desirable maximum exterior standard for residential units developed under HUD funding. While HUD does not specify acceptable interior noise levels, standard construction of residential dwellings constructed under Title 24 standards typically provides in excess of 20 dB(A) of attenuation with the windows closed. Based on this premise, the interior L_{dn} should not exceed 45 dB(A) L_{dn}.[9]

Federal Transit Administration

The Federal Transit Administration has published guidelines for assessing the impacts of groundborne vibration associated with construction activities, which have been applied by other jurisdictions to other types of projects. The Federal Transit Administration measure of the threshold of architectural damage for conventional sensitive structures (e.g., residential units) is 0.2 inch/second PPV.[10] The vibration threshold of perception is 0.01 inch/second PPV.

6.10.3.2 State Regulations

California Code of Regulations

The California Noise Insulation Standards of 1988[11] require that interior noise levels from exterior sources be reduced to 45 dB(A) or less in any habitable room of a multi-residential use facility (e.g., hotels, motels, dormitories, long-term care facilities, and apartment houses and other dwellings, except detached single-family dwellings) with doors and windows closes. Measurements are based on L_{dn} or CNEL. Where exterior noise levels exceed 60 dB(A) L_{dn} CNEL, an acoustical analysis is required to show that the proposed construction will reduce interior noise levels to 45 dB(A) L_{dn} CNEL.

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9 24 Code of Federal Regulations 51, Housing and Urban Development, Environmental Criteria and Standards, revised April 1, 2004.

10 US Department of Transportation, Federal transit Administration, Office of Planning and Environment, *Transit and Vibration Impact Assessment*, FTA-VA-90-1003-06, (May 2006).

11 California Code of Regulations Title 24, Section 3501 et seq.

California Department of Health

Noise

The State of California Department of Health Services, Environmental Health Division, has published *Guidelines for Noise and Land Use Compatibility* (the *State Guidelines*).[12] The *State Guidelines*, illustrated in **Figure 6.10-5, State Land Use Compatibility Guidelines for Noise**, indicate that residential land uses and other noise-sensitive receptors generally should locate in areas where outdoor ambient noise levels do not exceed 65 to 70 dB(A) (CNEL or L_{dn}). The Department of Health Services does not mandate application of this compatibility matrix to development projects; however, each jurisdiction is required to consider the *State Guidelines* when developing its general plan noise element and when determining acceptable noise levels within its community. The State Department of Housing and Community Development does require, however, that new multi-family units not be exposed to outdoor ambient noise levels in excess of 65 dB(A) (CNEL or L_{dn}), and that, if necessary, sufficient noise insulation be provided to reduce interior ambient levels to 45 dB(A) L_{dn}/CNEL. The US Environmental Protection Agency (US EPA) identified a maximum indoor noise level of 45 dB(A) as necessary to protect against sleep interference. Assuming a conservative structural noise insulation of 20 dB for typical dwellings, 45 dB(A) corresponds to an outdoor CNEL of 65 dB(A) as minimizing sleep interference.

Under the *State Guidelines*, an exterior noise level of 70 dB(A) L_{dn}/CNEL is typically the dividing line between an acceptable and unacceptable exterior noise environment for all noise-sensitive uses, including schools, libraries, places of worship, hospitals, day care centers, and nursing homes of conventional construction.

Noise levels below 75 dB(A) L_{dn}/CNEL are typically acceptable for office and commercial buildings, while levels up to 80 dB(A) L_{dn}/CNEL are typically acceptable for industrial uses. In unacceptable interior noise environments, additional noise insulation features, such as extra batting or resilient channels[13] in exterior walls, double-paned windows, air conditioners to enable occupants to keep their windows closed without compromising their comfort, solid wood doors, and noise baffles on exterior vents, are typically needed to provide acceptable interior noise levels. The best type of noise insulation is based on detailed acoustical analyses that identify all practical noise insulation features and that confirm their effectiveness.

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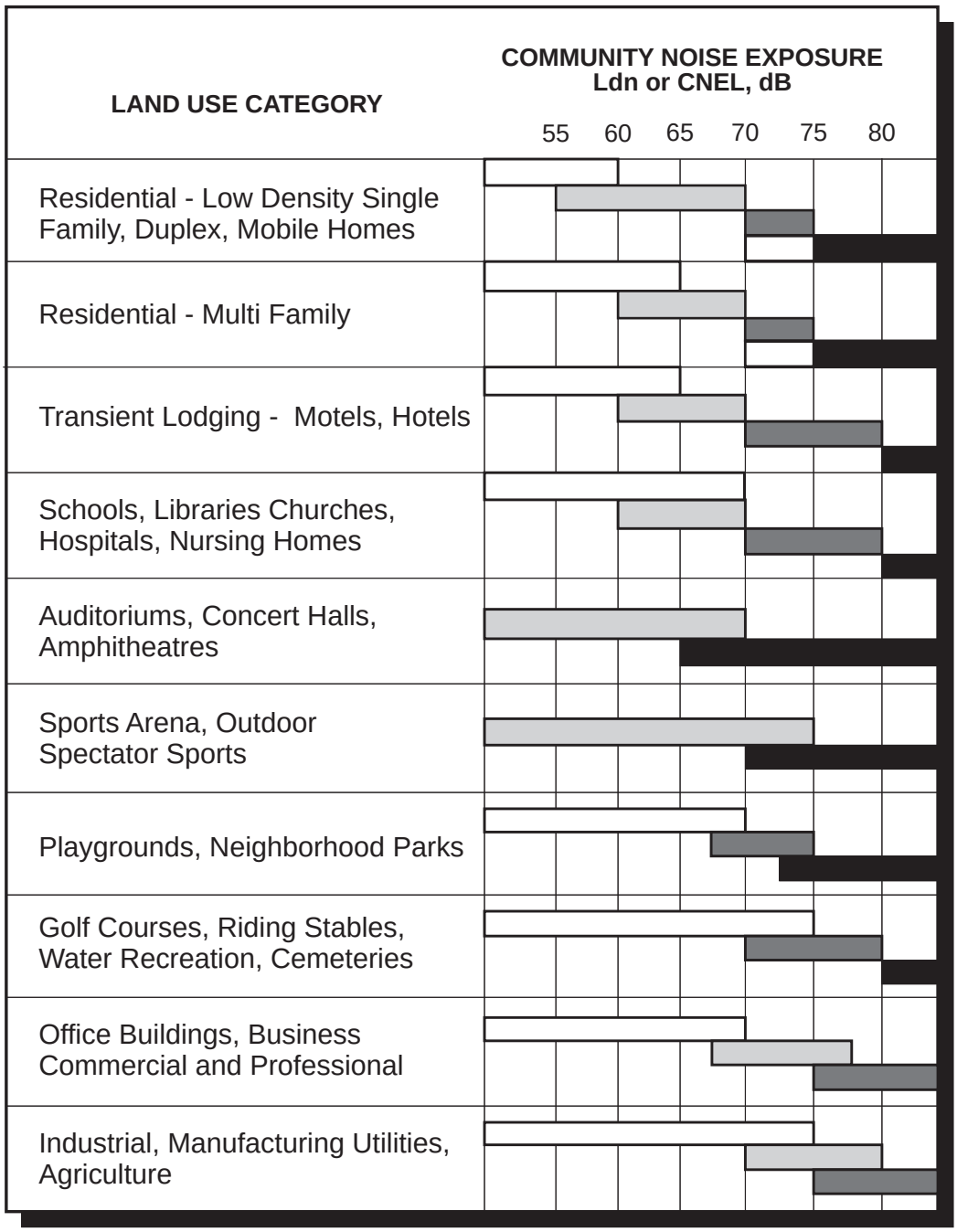
12 These guidelines are also published in *State of California General Plan Guidelines*, Appendix C: Guidelines for the Preparation and Content of the Noise Element of the General Plan (Sacramento, California: Governor's Office of Planning and Research, October 2003).

13 A resilient channel is a pre-formed section of sheet metal approximately 0.5 inch deep by 2.5 inches wide by 12 inches long that is installed between wallboard panels and framing to reduce sound transmission through walls. By preventing the wallboard from lying against the studs, the channel inhibits the transmission of sound through the framing.



NORMALLY ACCEPTABLE
Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.

CONDITIONALLY ACCEPTABLE
New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.

NORMALLY UNACCEPTABLE
New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise reduction features included in the design.

CLEARLY UNACCEPTABLE
New construction or development should generally not be undertaken.

SOURCE: California Governor's Office of Planning and Research, State of California General Plan Guidelines, Appendix C: Guidelines for the Preparation and Content of Noise Elements of the General Plan, October 2003.

FIGURE **6.10-5**

State Land Use Compatibility Guidelines for Noise

6.10.3.3 Local Regulations

Noise Level Standards

Through the *Paso Robles General Plan* Noise Element, The City has adopted goals, policies, and action items related to noise control. These goals, policies, and action items establish both exterior and interior noise limits for noise compatibility. Policies contained within the Noise Element indicate that the maximum allowable noise exposure for outdoor activity is 65 dB(A) Ldn (except for parks) and 45 dB(A) Ldn in interior spaces for residential, hotel and motel, hospital and nursing home, theater, auditorium, meeting hall, office building, school, and library uses.

The Noise Element also includes limits on stationary noise levels. The Noise Element permits new development only where the noise level due to existing stationary noise sources will not exceed the noise-level standards as set forth in **Table 6.10-4, Maximum Allowable Noise Exposure – Stationary Noise Sources,** or where noise mitigation measures have been incorporated into the design of the development to reduce noise exposure to or below the levels specified in **Table 6.10-4.** In addition, as identified in the Noise Element, where a new stationary noise source is proposed to be developed or an existing stationary noise source is proposed to be expanded, mitigation of noise levels that exceed those listed in **Table 6.10-2** shall be required.

Table 6.10-4
Maximum Allowable Noise Exposure – Stationary Noise Sources[1]

	Daytime (7:00 AM to 10:00 AM)	Nighttime (10:00 PM to 7:00 AM)
Hourly level dB[2]	50	45
Maximum level, dB[2]	70	65
Maximum level, dB-Impulsive Noise[3]	65	60

Note:
[1] *As determined at the property line of the receiving land use. When determining of noise mitigation measures, the standards may be applied on the receptor side of noise barriers or other property line noise mitigation measures.*
[2] *Sound level measurements shall be made with slow meter response.*
[3] *Sound level measurements shall be made with fast meter response.*
Source: City of El Paso de Robles General Plan, Noise Element, December 16, 2003, p. N-32.

Noise Level Standards for Construction or Repairing Buildings

The City of Paso Robles Municipal Code[14] has issued standards in regards to construction and repairing of buildings within the City. Section 9.07.030 of the Municipal Code states:

> *The erection (including excavation), demolition, alteration or repair of any building or general land grading and contour activity using equipment in such a manner as to be plainly audible at a distance of fifty feet from the building other than between the hours of 7:00 AM and 7:00 PM except in case of urgent necessity in the interest of public health and safety, and then only with a permit from the zoning administrator, which permit may be granted for a period not to exceed three days or less while the emergency continues and which permit may be renewed for periods of three days or less while the emergency continues. It the building inspector should determine that the public health and safety will not be impaired by the erection, demolition, alteration or repair of any building or the excavation of streets and highways within the hours of 7:00 PM and 7:00 AM, and if he shall further determine that loss or inconvenience would result to any party in interest, he may grant permission from such work to be done within the hours of 7:00 PM and 7:00 AM upon application being made at the time the permit for the work is awarded or during the progress of the work.*

As presented, construction noise is only permitted between the hours of 7:00 AM through 7:00 PM unless otherwise approved by the Zoning Administrator via permits.

6.10.4 THRESHOLDS OF SIGNIFICANCE

In order to assist in determining whether a project will have a significant effect on the environment, the *California Environmental Quality Act (CEQA) Guidelines*, and City of Paso Robles Threshold Guidelines (adopted from the *State CEQA Guidelines*, Appendix G) identify criteria for conditions that may be deemed to constitute a substantial or potentially substantial adverse change in physical conditions. Specifically, Appendix G of the *State CEQA Guidelines* (Environmental Checklist Form) lists the following thresholds, under which a project may be deemed to have a significant impact on noise if it would

- expose people to or generate noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies;
- expose people to or generate excessive groundborne vibrations or groundborne noise levels;
- cause a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project;
- cause a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project; or

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14 City of Paso Robles, Municipal Code, Title 9, Public Safety, Chapter 9.07, "Prohibited Conduct."

- expose people residing or working in the project area to excessive noise levels due to the project being located within an airport land use plan, or where such a plan has not been adopted, within 2 miles of a public airport of public use airport.

The *State CEQA Guidelines* do not identify what constitutes a substantial increase in ambient noise. Moreover, the *State CEQA Guidelines* do not provide an impact threshold for potential noise impacts. Consequently, the following thresholds of significance were developed for this noise analysis, based on the City's Noise Element discussed previously in this section and thresholds used in previous prepared EIRs within the City of Paso Robles. New development that generates noise that raises the ambient noise level above 65 dB CNEL for outdoor activities (except for parks) and 45 dB CNEL for indoor activities that can affect sensitive receptors is considered normally unacceptable and constitute a significant impact by the City of Paso Robles. In addition, an impact is considered significant if project implementation would cause the ambient noise level to increase by more than 3 dB(A), which represents the minimum change that is audible to most receptors.

Neither the *State CEQA Guidelines* nor the City of Paso Robles define the levels at which groundborne vibration is considered excessive. Based on the Federal Transit Administration vibration threshold of perception for people is 0.01 inch/second PPV. Normally, construction or railroad activities do not cause structural damage; however, the architectural damage risk level for continuous vibrations, including pile driving, to be a PPV somewhere between 0.2 and 2.0 inches/second. Therefore, should construction or railroad activity cause a PPV near sensitive receptors of above 0.01 inch/second or between 0.2 and 2.0 inches/second at nearby structures that do not contain sensitive receptors for any length of time, a significant impact would occur.

6.10.5 PROJECT IMPACTS

The environmental impact analysis presented in this section is based on the results of information received in response to the Notice of Preparation (NOP), and/or other review of the project by planning staff for issues that were determined to be potentially significant, or for issues identified by reviewing agencies, organizations, or individuals commenting on the NOP that made a reasonable argument that the issue was potentially significant (refer to **Responses to the NOP**, **Appendix 2.0**).

6.10.5.1: Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies. (Class II – Significant but Mitigable)

Impact Analysis

Roadway Noise

Vehicular noise could potentially affect sensitive receptors within the specific plan area, as well as sensitive receptors located along the roadway system. The Federal Highway Administration Noise Prediction Model (FHWA-RD-77-108) was used to calculate roadway noise based on the distribution of traffic volumes identified in the traffic impact analysis for the specific plan, prepared by Kimley-Horn and Associates. Noise generated by traffic volumes with and without the project along roadway segments was calculated. Model results are shown in **Table 6.10-5, Project Roadway Noise Levels.** As shown, noise increases resulting from the project range from a 0.0 to 3.2 dB(A). The majority of these noise-level increases would neither be audible (less than 3 dB(A)) nor exceed the City of Paso Robles exterior threshold of 65 dB(A) L_{dn} thus resulting in less than significant impacts. An exception would include Riverside Avenue north of 24th Street. Noise-level increases along this roadway would be considered significant based solely on an increase of greater than 3 dB(A). However, this increase would occur over an approximately 25-year period and would be incremental due to the duration of the increase. In addition, the overall noise levels along this roadway would be below the City of Paso Robles exterior threshold of 65 dB(A) L_{dn}. For these reason, this impact is considered to be less than significant.

Stationary/Point Source Noise

Railroad Operations

Future (2025) railroad operations in the proposed project area were estimated within the City Noise Element. Future operations were estimated to include eight freight trains and four passenger trains per day. In addition, 50 percent of the freight trains and one of the passenger trains were assumed to pass through the planning area during nighttime hours. This was considered to be a worst-case estimate of future railroad operations. Based on this information, the calculated noise contour distances are presented in **Table 6.10-6, Future (2025) Approximate Distance to Railroad Noise Contours**. As presented any land uses developed as part of the specific plan and placed within approximately 140 feet of the centerline of the railroad track could be exposed to noise levels in excess of the City's 65 dB(A) L_{dn} threshold resulting in significant impacts.

Table 6.10-5
Project Roadway Noise Levels

Roadway	Segment	Existing	Future (2025) With Project	Change	Significant Impact?
		EAST-WEST			
12th Street	Riverside Avenue/Vine Street	54.2	54.4	0.2	NO
13th Street	Riverside Avenue/Vine Street	59.6	59.6	0.0	NO
16th Street	Riverside Avenue/Pine Street	54.3	55.1	0.8	NO
21st Street	Riverside Avenue/Spring Street	53.0	54.6	1.6	NO
24th Street	Riverside Avenue/Spring Street	59.9	59.9	0.0	NO
24th Street	Spring Street/Vine Street	57.8	57.8	0.0	NO
		NORTH-SOUTH			
Vine Street	1st Street/24th Street	57.1	56.8	(0.5)	NO
Vine Street	24th Street/Fein Street	50.8	51.3	0.5	NO
Oak Street	4th Street/10th Street	46.8	46.8	0.0	NO
Oak Street	30th Street/36th Street	48.5	48.5	0.0	NO
Spring Street	1st Street/4th Street	62.2	62.7	0.0	NO
Spring Street	4th Street/13th Street	61.1	60.6	(0.5)	NO
Spring Street	13th Street/24th Street	60.1	59.9	(0.2)	NO
Spring Street	24th Street/28th Street	59.6	59.6	0.0	NO
Spring Street	28th Street/32nd Street	58.0	58.2	0.2	NO
Spring Street	32nd Street/36th Street	56.8	57.5	0.7	NO
Park Street	28th Street/36th Street	46.0	47.5	1.5	NO
Pine Street	4th Street/21st Street	54.6	55.5	0.9	NO
Pine Street	21st Street/23rd Street	45.0	46.0	1.0	NO
Riverside Avenue	s/o 13th Street	58.1	60.2	2.1	NO
Riverside Avenue	13th Street/Gregory Ave	57.8	58.6	0.8	NO
Riverside Avenue	Gregory Avenue/24th Street	55.9	57.4	1.5	NO
Riverside Avenue	n/o 24th Street	49.4	52.6	3.2	NO
Paso Robles Street	s/o 13th Street	56.2	56.7	0.5	NO

Source: Impact Sciences, model calculations are in Appendix 6.10

Table 6.10-6
Future (2025) Approximate Distance to Railroad Noise Contours

Train Source	L_{dn}, at 100 feet	Distance to L_{dn} Contour (Feet)		
		70	65	60
Union Pacific (freight)	67.1	-	-	-
Amtrak (passenger)	56.6	-	-	-
Combined Ldn	67.1	64	138	297

Source: City of Paso Robles General Plan 2003, Noise Element, p. N-25

Airport Operations

As indicated previously, the specific plan area is outside the 60 dB(A) L_{dn} noise contour for the Paso Robles Airport. Consequently, noise levels in the specific plan area would be below the City's 65 dB(A) L_{dn} threshold and result in less than significant impacts.

Parking Lots

Development of the specific plan would introduce parking lots associated with retail, commercial, and office uses and potentially located new sensitive uses near existing parking lot areas. In general, noise associated with parking structures is not of sufficient volume to exceed community standards based on the time-weighted CNEL scale. Parking structures can be a source of annoyance due to automobile engine startups and acceleration, and the activation of car alarms. Existing and proposed residential land uses within the specific plan area would be the most sensitive receptors and would thus represent the worst-case impact associated with the parking areas. Parking lots can generate L_{eq} noise levels of between 49 dB(A) L_{eq} (tire squeals) to 74 dB(A) L_{eq} (car alarms) at 50 feet. Single noise events could be an annoyance to both existing and proposed residential or any other sensitive land uses within the specific plan and may exceed the thresholds for stationary sources. Consequently, impacts are considered to be potentially significant.

Loading Docks

External truck loading and unloading docks associated with the project would be potential stationary noise sources. These sources would primarily be associated with the introduction of new retail, commercial, and office uses, and the potential locating of new sensitive uses near existing loading dock areas. Operations at loading docks typically result in noise levels of 64 to 66 dB(A) at 75 feet. The noise from loading docks would likely not cause an increase in long-term average noise of more than 3 dB(A)

on the time-weighted L_{dn} scale, and would not be significant from that perspective. However, single noise events could be an annoyance to both existing and proposed residential or any other sensitive land uses within the specific plan and may exceed the thresholds for stationary sources. Consequently, impacts are considered to be potentially significant.

Electrical and Mechanical Equipment

New retail, commercial, and office uses proposed as part of the specific plan could introduce various stationary noise sources, including electrical and mechanical air conditioning, most of which would be located on rooftops. Existing and proposed as well other sensitive uses may potentially be affected by the introduction of such equipment. Typically, equipment noise sources produce noise levels of approximately 56 dB(A) at 50 feet. While noise levels may be annoying within a quiet environment, it is very likely that existing daytime ambient levels within the project and surrounding areas would substantially mask these on-site sources. Nevertheless, the possibility exist that retail, commercial, and office uses maybe sited near existing and proposed residential uses as well as other sensitive uses within the specific plan, noise levels could the thresholds for stationary sources. Consequently impacts are considered to be potentially significant.

On-site and Off-site Residential Uses

Existing and future residents of the specific plan would generate and be exposed to stationary source noise, including people talking, doors slamming, parking lot cleaning, air conditioning units, lawn care equipment, stereos, and domestic animals. These noise sources contribute to the ambient noise levels experienced in all similarly developed areas and typically do not exceed the noise standards for the types of land uses proposed. As a result, they are considered less than significant at locations within or outside of the specific plan area.

Mitigation Measures

The following mitigation measures shall be implemented:

6.10-1 New development shall reduce indoor and outdoor noise levels resulting from the railroad line by including noise mitigation techniques in design and during construction of neighborhood layout. Noise levels for outdoor use areas shall be reduced to 65 dB or less and indoor noise levels to 45 dB in the specific plan land use along the railroad tracks. Measures that may be employed include, but are not limited to:

- providing a buffer, of approximately 140 feet wide between the centerline of the tracks and the boundary of the new introduced specific plan land use. This buffer

may be part of the linear park/floodable terrace for stormwater detention. The buffer will reduce sound levels to approximately 65 dB for outdoor areas under anticipated railroad conditions.

- where the buffer is not adequate, a combination of low berm and sound wall may be constructed between the railroad line and introduced land use. Sound walls must be high enough to interrupt the line of sight to noise-sensitive uses.
- building materials and architectural design features, such as installation of noise-insulating windows, the provision of mechanical ventilation, or air conditioning to allow for windows to remain closed may be used to reduce interior noise levels.
- land uses near the railroad tracks should be oriented away from the railroad. As much as if feasible, windows should also face away from the railroad tracks. Balconies, if included, should also face away from the railroad tracks. Useable backyards should have fencing or orientation such that the line-of-sight to the railroad tracks is blocked.
- in developments with parking lots, the parking lots should be placed between the land use and the railroad tracks to provide additional buffer.

6.10-2 Where determined to be necessary by the Community Development Department, parking lots constructed as part of individual projects developed within the specific plan shall be designed to use buildings or sound walls to break the line of sight between residential or other sensitive land uses and parking areas. Acoustical analysis shall be performed to demonstrate that the parking lots do not result in noise levels that exceed City standards at nearby residential or other sensitive land uses property lines. These components shall be incorporated into the plans to be submitted by the individual project applicants to the City of Paso Robles for review and approval prior to the issuance of building permits

6.10-3 Where determined to be necessary by the Community Development Department. loading docks constructed as part of individual project developed within the specific plan shall be designed to have either a depressed (i.e., below grade) loading dock area; an internal bay; or wall to break the line of sight between residential or other sensitive land uses sand loading operations. Acoustical analysis shall be performed to demonstrate that the loading docks do not result in noise levels that exceed City standards at nearby residential or other sensitive land uses' property lines. These components shall be incorporated into the plans to be submitted by the individual project applicants to the City of Paso Robles for review and approval prior to the issuance of building permits.

6.10.-4 Individual projects developed as part of the specific plan shall minimize noise impacts from electrical and mechanical equipment, such as ventilation and air conditioning units, by locating equipment away from receptor areas, proper selection and sizing of equipment, installation of equipment with proper acoustical shielding or incorporating the use of parapets into building design.

Residual Impacts

Impacts would be less than significant with implementation of mitigation (Class II).

6.10.5.2: Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels. (Class II – Significant but Mitigable).

Impact Analysis

Ground vibrations from construction activities very rarely reach the levels that can damage structures, but they can achieve the audible range and be felt in buildings very close to the site. The primary and most intensive vibration source associated with the development of the project would be the use of bulldozers and pile drivers during construction. These types of equipment can create intense noise that is disturbing and can result in ground vibrations.

The results from vibration can range from no perceptible effects at the lowest vibration levels to low rumbling sounds and perceptible vibrations at moderate levels, and to slight structural damage at the highest levels. Ground vibrations from construction activities rarely reach the levels that can damage structures, but they can achieve the audible and perceptible ranges in buildings close to the construction site. **Table 6.10-7, Vibration Source Levels for Construction Equipment**, lists vibration source levels for construction equipment.

As indicated in **Table 6.10-7**, pile drivers and large bulldozers are capable of producing approximately 1.5 and 0.09 PPV, respectively, at 25 feet. Land uses on the project site and surrounding the project site consist of residential uses where people sleep, and other miscellaneous structures used for commercial-retail and office uses. Depending on the location of operations of construction equipment near these areas, the project could result in vibration levels near sensitive receptors above 0.01 inch/second or between 0.2 and 2.0 inches/second at nearby structures that do not contain sensitive receptors, resulting in a significant impact.

Table 6.10-7
Vibration Source Levels for Construction Equipment

Equipment		PPV at 25 ft (in/sec)
Pile driver (impact)	Upper Range	1.518
	Typical	0.644
Pile driver (vibratory)	Upper Range	0.734
	Typical	0.170
Clam shovel drop (slurry wall)		0.202
Hydromill (slurry wall)	In soil	0.008
	In rock	0.017
Large bulldozer		0.089
Caisson drilling		0.089
Loaded trucks		0.076
Jackhammer		0.035
Small bulldozer		0.003

Source: Office of Planning and Environment, Federal Transit Administration, Transit Noise and Vibration Impact Assessment (May 2006) FTA-VA-90-1003-06, 12-9.

Mitigation Measures

The following mitigation measures should be implemented:

6.10-5: Where determined to be necessary by the Community Development Director, individual projects developed within the Specific Plan Area shall use best management practices (BMPs) to reduce vibration due to construction activities by implementing the following measures, where appropriate and feasible, or other measures determined to be appropriate on a case by case basis:

- identifying all uses in the vicinity that may be adversely affected by the vibrations, including residences built in earlier phases and non-residential land uses that may contain vibration-sensitive equipment;
- installing seismographs at the aforementioned sensitive locations to ensure that vibration thresholds are not exceeded, and/or that construction activities would not cause structural damage or adversely affect vibration-sensitive equipment;
- adjusting vibration amplitudes of the construction equipment used on site such as limiting the number of pieces operating in one location at the same time in areas

where conditions would effect structures, the sensitivity of vibration sensitive equipment, and/or human tolerance;

- utilizing cast-in-drilled-hole (CIDH) piles in lieu of pile driving;
- providing notification to the residential land uses directly adjacent to the project site, at least 10 days in advance, of construction activities that are anticipated to result in vibration levels above the thresholds;
- conducting demolition, earthmoving, and ground-impacting operations sequentially, when feasible, so as not to have two such operations occurring on the project site at the same time;
- selecting a demolition method to minimize vibration, where possible (e.g., sawing masonry into sections rather than demolishing it by pavement breakers); and/or
- operating earthmoving equipment on the construction site as far away as possible or practical from vibration-sensitive sites; using wheeled or rubber-tracked equipment, and using small pieces of equipment such as smaller bulldozers when possible.

Residual Impacts

Impacts would be less than significant with implementation of mitigation (Class II).

6.10.5.3: **A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project. (Class II – Significant but Mitigable)**

Impact Analysis

Please refer to **Impact 6.10.5.1**. Potential noise impacts due to roadways, airport, railroad, parking lots, loading docks, electrical and mechanical equipment, and on-site and off-site residential uses in the specific plan are considered to be potentially than significant.

Mitigation Measures

Mitigation Measures 6.10-1 to **6.10-4** shall be implemented.

Residual Impacts

Impacts would be less than significant with implementation of mitigation (Class II).

6.10.5.4: A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project. (Class II – Significant but Mitigable)

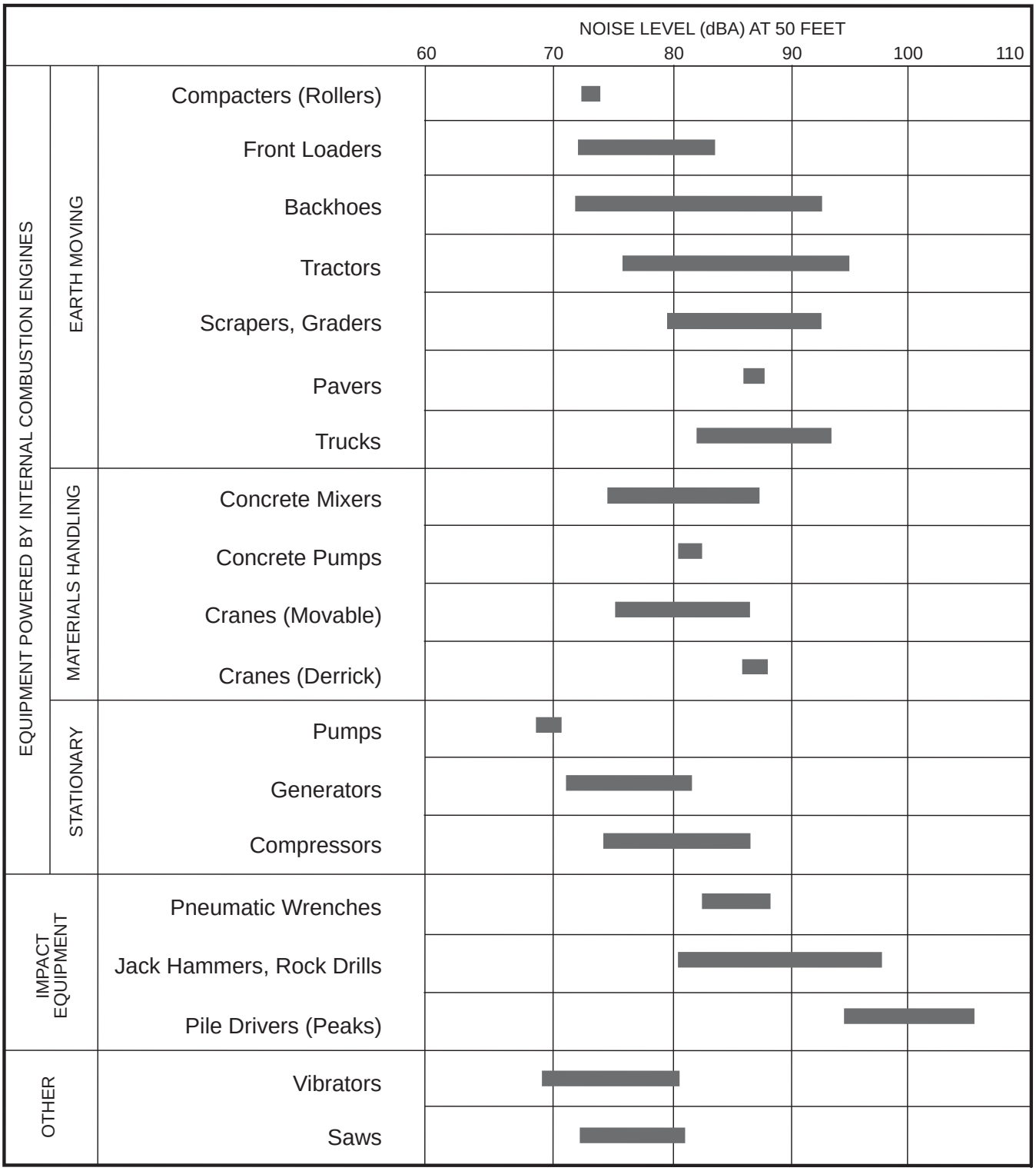
Impact Analysis

Project development activities would primarily include site preparation (grading and excavation) and construction of internal roadways and other infrastructure, driveways, and structures. These activities typically involve the use of heavy equipment, such as haul trucks, scrapers, tractors, loaders, concrete mixers, and cranes. Trucks would also be used to deliver equipment and building materials, and to haul away waste materials. Smaller equipment, such as jackhammers, pneumatic tools, saws, and hammers, would also be used throughout the site during the construction phases. In addition, piles may be driven during the construction of the marina pier or other structures needing deeper footings. This equipment would generate both steady state and episodic noise that would be heard both on and off the project site.

Noise levels generated during construction would primarily affect the patrons of the commercial and office uses adjacent to the project site. The US EPA has compiled data regarding the noise generating characteristics of specific types of construction equipment. This data is presented in **Figure 6.10-6, Noise Levels of Typical Construction Equipment**. As shown, noise levels generated by heavy equipment can range from approximately 68 dB(A) to noise levels in excess of 95 dB(A) when measured at 50 feet.

Noise levels generated during each of the project phase are presented in **Table 6.10-8, Estimated Noise Levels for Construction Phases**. Equipment estimates used for the analysis for demolition, grading, and building construction noise levels are representative of worst-case conditions, since it very unlikely that all the equipment contained on site would operate simultaneously.

Besides equipment noise associated with construction activities, construction traffic would generate noise along access routes to the proposed development areas. The major pieces of heavy equipment would be moved onto the development only one time for each construction activity (e.g., demolition, grading). In addition, daily transportation of construction workers and the hauling of materials both on and off the project site are expected to cause increases in noise levels along project roadways, although noise levels from such trips would be less than peak-hour noise levels generated by project trips during project operation. Given that it takes a doubling of average daily trips on roadways to increase noise by 3 dB(A) and that average daily trips from construction activities would not result in a doubling of trip volume, the noise level increases along major arterials would be less than 3 dB(A).



Note: Based on limited available data samples.

SOURCE: United States Environmental Protection Agency, 1971, "Noise from Construction Equipment and Operations, Building Equipment, and Home Appliances," NTID 300-1.

FIGURE **6.10-6**

Noise Levels of Typical Construction Equipment

Table 6.10-8
Estimated Noise Levels for Construction Phases

Construction Phase	Approximate L_{eq} (dB(A)) without Noise Attenuation			
	75 Feet	100 Feet	200 Feet	300 Feet
Demolition	87	84	78	75
Site Grading	88	85	79	75
Building Construction	92	89	83	79

Source: Model results are contained in Appendix 6.10.

Mitigation Measures

The following mitigation measure shall be implemented:

6.10-6: Demolition and construction activity for site preparation and for future development shall be limited to the hours between 7:00 AM and 7:00 PM. Non-noise generating construction activities such as interior painting are not subject to these restrictions.

6.10-7: For all demolition and construction activities in the specific plan area, the following measures, or other measures determined to be appropriate on a case by case basis, shall be incorporated into contract specifications to reduce the impact of construction noise where appropriate and feasible:

- Ensure that construction equipment is properly muffled according to industry standards and in good working condition.
- Place noise-generating construction equipment and locate construction staging areas away from sensitive uses, where feasible.
- Schedule high noise-producing activities between the hours of 7:00 AM and 7:00 PM to minimize disruption to sensitive uses.
- Implement noise attenuation measures to the extent feasible, which may include, but are not limited to, temporary noise barriers or noise blankets around stationary construction noise sources.
- Use electric air compressors and similar power tools rather than diesel equipment, where feasible.

- Construction-related equipment, including heavy-duty equipment, motor vehicles, and portable equipment, shall be turned off when not in use for more than 30 minutes.

- Construction hours, allowable workdays, and the phone number of the job superintendent shall be clearly posted at all construction entrances to allow for surrounding owners and residents to contact the job superintendent. If the City of Paso Robles or the job superintendent receives a complaint, the superintendent shall investigate, take appropriate corrective action, and report the action taken to the reporting party. Contract specifications shall be included in the proposed project construction documents, which shall be reviewed by the City of Paso Robles prior to issuance of a grading permit.

Residual Impacts

Impacts would be less than significant with implementation of mitigation (Class II).

6.10.5.5: For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels. (Class III – Not Significant)

Impact Analysis

The project site is not located within the boundaries of any airport land use compatibility plans or within 2 miles of an airport or airstrip. In addition, the project does not propose an airport or airstrip. Consequently, noise impacts resulting from aircraft in Riverside County and Imperial are considered to be less than significant.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would be less than significant with implementation of mitigation (Class II).

6.10.6 CUMULATIVE IMPACTS

6.10.6.1: Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects). (Class II – Significant but Mitigable)

Impact Analysis

Roadway Noise

Cumulative development from related projects would likely result in a substantial permanent increase in noise levels due to roadway traffic. The Federal Highway Administration Noise Prediction Model (FHWA-RD-77-108) was used to calculate roadway noise based on the distribution of traffic volumes identified in the traffic impact analysis for the specific plan, prepared by Kimley-Horn and Associates. In order to determine whether the project would result in a cumulatively significant impact, the increase between existing conditions and future conditions was determined. Refer to **Table 6.10-9 Cumulative Roadway Noise Levels.** The majority of these noise level increases would neither be audible (less than 3 dB(A)) nor exceed the City of Paso Robles exterior threshold of 65 db(A) L_{dn} thus resulting in less than significant impacts. An exception would include Riverside Avenue north of 24th Street. Cumulative noise-level increases due to related projects and the project along this roadway would be considered significant based solely on an increase of greater than 3 dB(A). However, this increase would occur over an approximately 25-year period and would be incremental due to the duration of the increase. In addition, the overall noise levels along this roadway would be below the City of Paso Robles exterior threshold of 65 dB(A) L_{dn}. For these reason, cumulative impacts are considered to be less than significant.

Point Source Noise

With regard to stationary sources, there could be a cumulatively significant impact resulting from cumulative development. The major stationary sources of noise that would be introduced in the area by related projects would include rooftop equipment, loading docks, and parking lots. Since these projects would be required to adhere to City noise standards, all the stationary sources would be required to provide shielding or other noise abatement measures so as not to cause a substantial increase in ambient noise levels. Moreover, due to distance, it is unlikely that noise from multiple related projects would interact to create a significant combined noise impact. Therefore, it is not anticipated that a significant cumulative increase in permanent ambient noise levels would occur; therefore, the impact would be less than significant. Additionally, the project would reduce impacts associated with on-site sources to less

than significant through the application of **Mitigation Measures 6.10-1** to **6.10-4**. Consequently, the project contribution to cumulative impact is not considerable.

Table 6.10-9
Cumulative Roadway Noise Levels

Roadway	Segment	Existing	Cumulative	Change	Significant Impact?
		EAST-WEST			
12th Street	Riverside Avenue/Vine Street	54.2	54.6	0.4	NO
13th Street	Riverside Avenue/Vine Street	59.6	59.7	0.1	NO
16th Street	Riverside Avenue/Pine Street	54.3	55.6	1.3	NO
21st Street	Riverside Avenue/Spring Street	53.0	53.3	0.3	NO
24th Street	Riverside Avenue/Spring Street	59.9	60.0	0.1	NO
24th Street	Spring Street/Vine Street	57.8	57.8	0.0	NO
		NORTH-SOUTH			
Vine Street	1st Street/24th Street	57.1	57.6	0.5	NO
Vine Street	24th Street/Fein Street	50.8	51.6	0.8	NO
Oak Street	4th Street/10th Street	46.8	46.8	0.0	NO
Oak Street	30th Street/36th Street	48.5	48.5	0.0	NO
Spring Street	1st Street/4th Street	62.2	62.8	0.5	NO
Spring Street	4th Street/13th Street	61.1	60.9	(0.2)	NO
Spring Street	13th Street/24th Street	60.1	60.0	(0.1)	NO
Spring Street	24th Street/28th Street	59.6	59.7	0.1	NO
Spring Street	28th Street/32nd Street	58.0	58.4	0.4	NO
Spring Street	32nd Street/36th Street	56.8	58.0	1.2	NO
Park Street	28th Street/36th Street	46.0	48.0	2.0	NO
Pine Street	4th Street/21st Street	54.6	56.0	1.4	NO
Pine Street	21st Street/23rd Street	45.0	46.0	1.0	NO
Riverside Avenue	s/o 13th Street	58.1	60.6	2.5	NO
Riverside Avenue	13th Street/Gregory Ave	57.8	59.0	1.3	NO
Riverside Avenue	Gregory Avenue/24th Street	55.9	58.2	2.3	NO
Riverside Avenue	n/o 24th Street	49.4	53.9	4.5	NO
Paso Robles Street	s/o 13th Street	56.2	56.9	0.7	NO

Source: Impact Sciences, Inc. Model calculations are provided in Appendix 6.10.

Mitigation Measures

Mitigation Measures 6.10-1 to **6.11-4** shall be implemented for cumulative projects.

Residual Impacts

Impacts would be less than significant with implementation of mitigation (Class II).

6.10.7 GENERAL PLAN CONSISTENCY ANALYSIS

The *City of Paso Robles General Plan* Noise Element provides the following goals and policies for noise resources that apply to the proposed project. An analysis of the consistency of the proposed project with each of the noise policies is provided below in **Table 6.10-10, Paso Robles Uptown/Town Centre Specific Plan General Plan Policy Consistency**. The proposed Uptown/Town Centre Specific Plan is consistent with the general plan.

Table 6.10-10
Paso Robles Uptown/Town Centre Specific Plan
General Plan Policy Consistency

Goals and Policies and Action Items	Analysis	Project Consistent with the General Plan?
Noise Element		
Goal N-1: Minimize exposure to noise and generation of noise.	Implementation of **Mitigation Measures 6.10-1** to **6.11-8** for both project and cumulative project would ensure consistency with this policy.	Yes
Policy N-1A: Noise Minimization. New development shall be designed to comply with the maximum, allowable Noise Exposure of 65 dB CNEL for outdoor activities (except for parks); and 45 dB CNEL for indoor activities.	Implementation of **Mitigation Measures 6.10-1** to **6.11-8** for both project and cumulative project would ensure consistency with this policy.	Yes
Policy N-1B: Airport Noise. Minimize exposure to airport noise through implementation of the Airport Land Use Plan noise policies and programs.	The project site is not located within the boundaries of any airport land use compatibility plans or within 2 miles of an airport or airstrip. In addition, the project does not propose an airport or airstrip.	Yes

6.11 POPULATION AND HOUSING

SUMMARY

Development of the proposed Paso Robles Downtown Specific Plan / Uptown & Town Centre (Uptown/Town Centre Specific Plan) *is projected to result in the development of an additional 1,649 residential units and the generation of an additional 4,392 residents within the specific plan area. Of this projected development, 989 residential units and 2,634 residents are forecast to be added by 2025. This growth would be consistent with growth planned in the* City of El Paso de Robles General Plan*, which sets a 2025 population cap of 44,000 residents.*

The proposed Uptown/Town Centre Specific Plan *incorporates the final approved plan for the Oak Park Affordable Housing Project, adding 154 new affordable units. An additional 50 to 60 units would be developed as part of a mixed-use center on a vacant parcel at the corner of 34th and Spring Streets. The proposed specific plan would not result in a loss of housing or the displacement of residents, except temporarily as specific properties are redeveloped. The specific plan would result in an overall increase in housing within its area. Impacts related to population and housing would therefore be less than significant (Class III).*

6.11.1 EXISTING CONDITIONS

6.11.1.1 Population

Since the 2000 US Census, population growth in the City of Paso Robles has accounted for approximately 24 percent of the overall population growth within San Luis Obispo County. The 2000 US Census recorded a population of 24,297 for the City of Paso Robles.[1] Tract data collected during the 2000 US Census recorded a population for the specific plan area of approximately 5,760 residents.[2] By 2010, the City's population grew to 30,072, according to the most recent figures provided by the California Department of Finance (DOF).[3] This equals an increase of 5,652 residents, or approximately 23.2 percent over this nine-year period. Over the same period, the population of San Luis Obispo County grew from

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1 US Census Bureau, "El Paso de Robles (Paso Robles) city, California," http://factfinder.census.gov/home/saff/main.html.

2 US Census Bureau, "Detailed Tables," http://factfinder.census.gov/servlet/DTTable?_bm=y&-context=dt&-ds_name=DEC_2000_SF1_U&-mt_name=DEC_2000_SF1_U_P001&-CONTEXT=dt&-tree_id=4001&-all_geo_types=N&-geo_id=15000US060790101001&-geo_id=15000US060790101002&-geo_id=15000US060790101003&-search_results=01000US&-format=&-_lang=en. Because census tracts do not correspond exactly to the Specific Plan boundary, the population is approximated.

3 California Department of Finance, "E-5 City/County Population Estimates," http://www.dof.ca.gov/research/demographic/reports/estimates/e-5/2009/.

246,681 to 270,429, an increase of 23,748 residents, or approximately 9.6 percent.[4] Thus, population growth in the City of Paso Robles has outpaced growth in the County as a whole.

6.11.1.2 Housing

According to numbers provided by DOF, the City had 8,791 residential units in 2000 with an average household size of 2.73 persons. By 2010, the City's housing stock had grown to 11,755 units, an increase of 2,937 units, or approximately 296 units per year. The average household size was approximately 2.663 persons per dwelling unit in 2009.[5] According to the City's June 2009 Residential Activity Report, the City has a total of 768 residential units with entitlements, more than twice the average annual residential development over the past 10 years.[6]

The 2000 US Census recorded approximately 872 residential units in the Uptown neighborhood, 529 residential units in the Midtown neighborhood, and 650 residential units in the Downtown and South of Downtown neighborhoods.[7] Total residential development in the specific plan area at the time of the 2000 US Census was approximately 2,051 units.

6.11.1.3 Growth Projections

City of Paso Robles General Plan

The City of Paso Robles General Plan EIR provides population projections for the general plan horizon year of 2025. The general plan sets a 2025 population cap of 44,000 residents, based on a projected annual growth rate of 2.5 percent.[8] **Table 6.11-1, City of Paso Robles Population Forecast**, provides the existing and forecast population through the 2025 horizon year.

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4 California Department of Finance, "E-5 City/County Population Estimates," http://www.dof.ca.gov/research/demographic/reports/estimates/e-5/2009/.

5 City of Paso Robles, "Draft Housing Element," (2009) http://www.prcity.com/GOVERNMENT/departments/commdev/housing/pdf/PublicReviewDraft509.pdf.

6 City of Paso Robles, "Residential Activity Report," (2009) 1.

7 US Census Bureau, "Detailed Tables," http://factfinder.census.gov/servlet/DTTable?_bm=y&-context=dt&-ds_name=DEC_2000_SF1_U&-CONTEXT=dt&-mt_name=DEC_2000_SF1_U_P001&-mt_name=DEC_2000_SF1_U_H001&-tree_id=4001&-redoLog=false&-all_geo_types=N&-geo_id=15000US060790101001&-geo_id=15000US060790101002&-geo_id=15000US060790101003&-search_results=01000US&-format=&-_lang=en.

8 City of Paso Robles, *General Plan*, "Land Use Element," (2003) LU-1.

Table 6.11-1
City of Paso Robles Population Forecast

Year	Population
2010	30,072*
2011	31,500
2012	32,300
2013	33,100
2014	33,900
2015	34,700
2016	35,600
2017	36,500
2018	37,400
2019	38,300
2020	39,500
2021	40,300
2022	41,300
2023	42,300
2024	43,400
2025	44,000

** Department of Finance 2010 population*
Sources: California Department of Finance (2010); City of Paso Robles General Plan Update Housing Element (2010–2025).

San Luis Obispo Council of Governments

The San Luis Obispo Council of Governments (SLOCOG) is the federally designated metropolitan planning organization for the San Luis Obispo County region. One of SLOCOG's primary functions is to forecast population, housing, and employment growth for the region. The latest forecast was completed as part of the 2005 Regional Transportation Plan (RTP) update, which was adopted in April 2005. The RTP growth forecast for the City of Paso Robles projects a 2025 population of 36,445 residents, an increase of 9,229 residents (approximately 25 percent) over the 2004 population of 27,216.[9] Under this scenario, the City's growth would account for 12 percent of projected regional growth.

9 San Luis Obispo Council of Governments, *Vision 2025: The 2005 Regional Transportation Plan for San Luis Obispo County*, (2005) 2-2.

6.11.2 REGULATORY FRAMEWORK

6.11.2.1 State

California Government Code

California Government Code requires cities to grant incentives to promote affordable housing development, provided that a minimum number of affordable units are constructed and remain affordable for specified periods of time.[10] In addition, the state requires that cities provide density bonuses for affordable housing production, up to a maximum of 35 percent over the units allowed by the City's general plan land use map. In exchange for the additional units, the housing developer would ensure that a certain percentage of the units will be priced at affordable levels and will remain affordable over the period required by law.

6.11.2.2 Regional

SLOCOG Regional Housing Needs Plan

The California Housing and Community Development Department together with the regional Councils of Governments (COGs) throughout the state periodically make projections of anticipated growth in employment and population within each COG's member counties. Based on these projections, the COGs calculate a fair share of the need for new housing in each jurisdiction within their member counties. This process is known as the Regional Housing Needs Assessment (RHNA). Each city or county in a COG planning region must ensure that its housing element is consistent with the RHNA prepared by that COG, and must identify sufficient, appropriately zoned land in the General Plan Land Use Element to accommodate the housing growth estimated by the RHNA.

The most recent SLOCOG Regional Housing Needs Plan (RHNP) was adopted in August 2008.[11] The 2008 RHNP estimates the number of new units for very low-, low-, moderate-, and above-moderate-income households needed in the City of Paso Robles to meet its fair share of the region's housing needs. These City of Paso Robles projected needs are provided in **Table 6.11-2, Regional Housing Needs Plan for the City of Paso Robles**.

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10 State of California, Government Code Section 65915.

11 San Luis Obispo Council of Governments, *Regional Housing Needs Plan*, (2008).

Table 6.11-2
Regional Housing Needs Plan for the City of Paso Robles

Income Level	Number of Units	Percent of Total City Housing Needs
Very Low (50% or less of median income)	149	23%
Low (51% to 80% of median income)	103	16%
Moderate (81% to 120% of median income)	123	19%
Above Moderate (>120% of median income)	272	42%
Total	**647**	

Source: SLOCOG Regional Housing Needs Plan (2008).

6.11.2.3 City of Paso Robles

General Plan Housing Element

Adopted in December 2003, the *Paso Robles General Plan* Housing Element addresses the City's housing needs for the planning period between January 1, 2001, and June 30, 2009.[12] The General Plan Update EIR summarizes potential development within the City through the 2025 planning horizon and concludes that a total of 5,443 new residential units could be developed under the City's land use designations. An additional 997 units could be developed within the City's sphere of influence (SOI) beyond the existing City limits, and a further 709 units could be developed in expansion areas beyond the City's SOI.[13]

In 2009 the City submitted an updated draft Housing Element to the State Department of Housing and Community Development (HCD) for review. HCD recommended that the draft Housing Element be further revise in order to be determined to be in compliance with state law. Revisions of the draft Housing Element and its adoption are expected to be completed in 2010.

Municipal Code

The City of Paso Robles Municipal Code provides density bonus incentives for the construction of affordable housing.[14] Development projects that include at least 10 percent low-income affordable

12 City of Paso Robles, *General Plan*, "Housing Element," (2003) H-1.

13 City of Paso Robles, *General Plan Update EIR*, (2003) 2-33.

14 City of Paso Robles, Municipal Code, Chapter 21.16L.

housing or 5 percent very-low-income affordable housing qualify for a 20 percent density bonus, which increases with the percentage of affordable housing up to a 35 percent density bonus.

The City's Zoning Code provides standards for single- and multiple-family residential development, and performance standards for certain types of residential development, such as mobile home courts, condominium-type developments, and senior housing.[15]

6.11.3 THRESHOLDS OF SIGNIFICANCE

Appendix E of the *Rules and Regulations for the Implementation of the California Environmental Quality Act (CEQA)*[16] contains the Initial Study Environmental Checklist form. Issues presented in the checklist have been used as thresholds of significance in this section. Accordingly, a project may present a significant impact if it would:

- induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure);
- displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere; or
- displace substantial numbers of people, necessitating the construction of replacement housing elsewhere.

6.11.4 PROJECT IMPACTS

6.11.4.1 Proposed Specific Plan Components

Adoption of the proposed specific plan would require amendments to the existing general plan and Zoning Code to provide for development consistent with the development code provided in the *Uptown/Town Centre Specific Plan*. The development code provides development guidelines for residential and nonresidential development within the specific plan area.

Section 3.0, Project Description, provides a summary of the development projected for the specific plan area. As shown in **Table 3.0-1**, a projected 989 residential units would be developed before the general plan horizon year of 2025, and an additional 660 units are forecast to be developed thereafter. The development forecast to occur under the proposed specific plan would add 363 residential units in the Uptown neighborhood by 2025 and an additional 242 after 2025; 168 residential units in the Midtown

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15 City of Paso Robles, Municipal Code, Chapter 21.21.

16 City of Paso Robles, *Rules and Regulations for the Implementation of the California Environmental Quality Act*, (July 2009).

neighborhood by 2025 and an additional 112 after 2025; 135 residential units in the Downtown neighborhood and an additional 90 after 2025; 263 residential units in the South of Downtown neighborhood by 2025 and an additional 175 after 2025; and 61 residential units in the Riverside Corridor by 2025 and an additional 40 after 2025. The level of development forecast to occur under the proposed specific plan would be consistent with development anticipated through the general plan's 2025 planning horizon. As discussed above, up to 5,443 new residential units could be developed under the City's land use designations.

Growth forecasts prepared for the specific plan estimate that up to 1,649 new residential units could be constructed within the plan area between 2010 and 2035, the planning horizon of the specific plan. The 2003 General Plan contemplates construction of 989 new residential dwelling units to be built within the plan area between 2010 and 2025. Thus, full buildout of the specific plan could exceed the threshold provided in the 2003 General Plan.

In order to prevent the number of new residential units from exceeding the amount permitted by the 2003 General Plan, the specific plan provides a mechanism for monitoring and controlling growth. This mechanism consists of the following three stages:

- As part of the annual General Plan Status Report, the City shall annually monitor and report the rate of residential growth in the specific plan area and citywide.
- Once building permits for 600 new residential units are issued within the specific plan area, the City shall begin to develop a growth management program that will limit the number of building permits issued annually for new dwelling units.
- Once building permits for 750 new residential units are issued within the specific plan area, the City shall implement the previously developed residential growth management program.

Implementation of this growth monitoring and management mechanism would ensure that development within the specific plan area does not exceed levels contemplated under the 2003 General Plan.

The specific plan incorporates the approved Oak Park Affordable Housing Project in the Uptown neighborhood. The specific plan would provide for the creation of a network of pedestrian-oriented streets that connect to the surrounding street and block network is proposed, followed by the introduction of new housing units. The existing 148 units in the Oak Park area would be demolished and 302 new housing units would be developed.

A small-scale retail district consisting of a mix of retail commercial, housing, and community services is proposed for a vacant site at the southeast corner of 34th and Spring Streets in the Uptown neighborhood. Ground-floor uses of new buildings would include retail commercial along Spring Street, residential

and/or live-work, and community services. Upper-floor uses would include residential, office, and/or retail commercial. This development could accommodate 50 to 60 new residential units.

6.11.4.2 Impact Analysis

The environmental impact analysis presented in this section is based on the results of information received in response to the Notice of Preparation (NOP), and/or other review of the project by planning staff for issues that were determined to be potentially significant, or for issues identified by reviewing agencies, organizations, or individuals commenting on the NOP that made a reasonable argument that the issue was potentially significant (see **Responses to the NOP**, **Appendix 2.0**).

6.11.4.2.1: Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure). (Class III – Not Significant)

Impact Analysis

Implementation of the proposed specific plan would result in significant direct impacts related to population growth if it would generate population in excess of existing forecasts for the City's population. As previously discussed, the general plan is based on a 2025 population of 44,000 residents.

Development under the proposed specific plan could result in the construction of up to 989 new residential units by the general plan horizon year of 2025. Based on the City's average household size of 2.663 residents per dwelling unit, this would result in a maximum population increase of approximately 2,634 residents. As discussed above, up to 5,443 new residential units could be developed under the City's land use designations, a level of development consistent with the general plan population cap of 44,000 residents. Residential development within the specific plan area prior to 2025 would constitute a portion of this projected residential development, consistent with growth projections in the general plan. **Table 6.11-3, Development and Population Forecast by Neighborhood**, shows the amount of development and population projected in specific plan.

Development after the general plan horizon year of 2025 would result in a projected 660 new residential units within the specific plan area. Based on the City's average household size of 2.663 residents, this would result in the generation of an additional 1,758 residents. The generation of additional residents after the general plan horizon year would be subject to the requirements of future general plan updates.

Table 6.11-3
Development and Population Forecast by Neighborhood

Neighborhood	2025 Residential Units	2025 Population	Post-2025 Residential Units	Post-2025 Population	Total Residential Units	Total Population
Uptown	363	967	242	644	605	1,579
Midtown	168	447	112	298	280	731
Downtown	135	937	90	240	225	587
South of Downtown	263	700	175	466	438	1,143
Riverside Corridor	60	162	41	107	101	264
Total	**989**	**2,634**	**660**	**1,758**	**1,649**	**4,392**

Development of the forecast 989 residential units by 2025 would be consistent with development permitted under the general plan, and the resulting increase in residential population is included in the general plan's population forecast of 44,000 residents in the 2025 horizon year. The growth management program provided in the specific plan would ensure that project-related growth does not exceed development permitted under the general plan. Residential development under the proposed specific plan would not exceed population forecasts for the City, and the specific plan would not result in significant direct impacts related to population growth.

The specific plan area is currently developed with urban uses, and includes residential, commercial, industrial, open space, and public space uses, which are served by existing infrastructure such as roads, water, wastewater, and other utility connections. Thus, the proposed specific plan provides development standards for urban infill projects in an area characterized by existing urban uses and is designed to concentrate development within the developed portion of the City, and discourages new development in currently undeveloped areas. As the proposed specific plan would not extend infrastructure to currently undeveloped areas, no significant indirect impacts related to population growth would occur.

Mitigation Measures

No mitigation measures are required.

Residual Impacts

Impacts would be less than significant (Class III).

6.11.4.2.2: Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere. (Class III – Not Significant)

Impact Analysis

Implementation of the proposed specific plan would result in significant impacts related to the displacement of housing if it would remove existing residential development without providing equivalent residential development. The specific plan is a long-term plan for development within the specific plan area, which will guide development and redevelopment over a 25-year period.

Over the course of the 25-year specific plan buildout, the development code will guide development within the specific plan area. This would include the redevelopment of existing residential uses, which would result in the temporary loss of residential units within the City. However, as discussed above, the specific plan would result in an overall increase of between 989 and 1,649 residential units over the course of specific plan buildout. The growth management program provided in the specific plan would ensure that project-related growth does not exceed development permitted under the general plan. The specific plan would result in temporary displacement of housing as existing residential uses are redeveloped, but replacement housing would be constructed, and would therefore not be required to be constructed elsewhere.

The incorporates the approved Oak Park Affordable Housing Project in the Uptown neighborhood, which would result in the demolition of the existing 148 dwelling units and the construction of 302 new residential units. This would result in the temporary loss of these residential units, but replacement units would be developed and new units added. Development within the specific plan area would occur as individual property owners apply for permits to redevelop existing properties. As shown in **Table 6.11-3**, forecasts for development under the proposed specific plan would result in increases in residential development throughout the specific plan area. As individual development projects are approved, existing residential units would be demolished, subject to City review and approval. Based on development forecasts discussed above, the specific plan is expected to result in a net increase in residential units in the Uptown, Midtown, Downtown, South of Downtown, and Riverside Corridor neighborhoods. As previously discussed, the specific plan would result in a net increase in residential units, which would allow the City to provide future housing opportunities to accommodate growth and RHNA projections.

The proposed specific plan would not displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere. Impacts would therefore be less than significant (Class III).

Mitigation Measures

No mitigation measures are required.

Residual Impacts

Impacts would be less than significant (Class III).

6.11.4.2.3: Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere. (Class III – Not Significant)

Impact Analysis

Implementation of the proposed specific plan would result in significant impacts related to the displacement of substantial numbers of people if it would remove existing residential development without providing equivalent residential development. The specific plan is a long-term plan for development within the specific plan area, which will guide development and redevelopment over a 25-year period.

Over the course of the 25-year specific plan buildout, the development code will guide development within the specific plan area. This would include the redevelopment of existing residential uses, which would result in the temporary displacement of residents living in such housing. However, the specific plan anticipates an overall increase in residential units of between 989 and 1,649 units, and replacement housing would not be needed to accommodate displaced residents.

The specific plan incorporates the approved Oak Park Affordable Housing Project, which would result in the demolition and redevelopment of the existing 148 dwelling units and the construction of between 302 new residential units. This would result in the temporary displacement of the residential population of residents while new units are being constructed, but new housing would not need to be constructed elsewhere.

Development within the specific plan area would occur as individual property owners apply for permits to redevelop existing properties. As shown in **Table 6.11-3**, forecasts for development under the proposed specific plan would result in increases in residential development throughout the specific plan area. As individual development projects are approved, residents of existing residential units would be displaced. However, based on development forecasts discussed above, the specific plan is expected to result in a net increase in residential units in the Uptown, Midtown, Downtown, South of Downtown, and Riverside Corridor neighborhoods. Thus, the specific plan would result in a net increase in residential units, which would allow the City to provide future housing opportunities to accommodate

growth and RHNA projections. The growth management program provided in the specific plan would ensure that project-related growth does not exceed development permitted under the general plan.

The proposed specific plan would not displace substantial numbers of people, necessitating the construction of replacement housing elsewhere. Impacts would therefore be less than significant (Class III).

Mitigation Measures

No mitigation measures are required.

Residual Impacts

Impacts would be less than significant (Class III).

6.11.5 CUMULATIVE IMPACTS

6.11.5.1: Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.) (Class III – Not Significant)

Impact Analysis

The City's general plan anticipates a 2025 buildout population of 44,000 residents, based on an annual population growth rate of 2.5 percent. The proposed specific plan would provide for the development of 989 new residential units by the general plan horizon year of 2025, with a projected population (based on the City's average household size of 2.663 people) of 2,634. Development after 2025 is projected to generate 660 new housing units and an additional population of 1,758 residents. The development of the proposed specific plan would occur over the long term, with an estimated buildout of 25 years. With the exceptions noted above in **subection 6.11.4.1**, the specific plan does not propose residential development, but rather provides development standards for future development within the specific plan area. Such development would be likely to occur even if the specific plan were not approved.

The growth projected to occur under the specific plan would occur incrementally over the 25-year specific plan buildout period, and would not cumulatively cause an exceedance of the City's 2025 population cap of 44,000 residents. The growth management program provided in the specific plan would ensure that project-related growth does not exceed development permitted under the general plan. The specific plan

provides standards for new residential development, and incorporates the City's objective of increasing the number of low-income units provided at the Oak Park public housing project. The specific plan therefore would not, in combination with growth under the general plan, cause significant cumulative impacts related to the displacement of housing or residential population. Cumulative impacts would therefore be less than significant (Class III).

Mitigation Measures

No mitigation measures are required.

Residual Impacts

Impacts would be less than significant (Class III).

6.11.6 GENERAL PLAN CONSISTENCY ANALYSIS

The Housing and Land Use elements of the *Paso Robles General Plan* provide goals and policies related to population and housing in the City.[17] **Table 6.11-4, Paso Robles Uptown/Town Centre Specific Plan General Plan Policy Consistency**, provides these goals and policies, along discussions of the consistency of the proposed specific plan with these policies. The proposed specific plan would be consistent with applicable goals and policies of the general plan.

Table 6.11-4
Paso Robles Uptown/Town Centre Specific Plan
General Plan Policy Consistency

Goal/Policy	Discussion	Consistent?
Housing Element		
Goal H-1: Facilitate the development of a range of housing types, densities, and affordability levels to meet the diverse needs of the community, maintaining a balanced supply of ownership and rental units.	The specific plan development code provides standards for a range of housing types and densities, including single-family and multifamily development. In Section 5.5 of the specific plan, standards are provided for carriage houses, single dwellings, duplexes (including triplexes and other multi-unit structures), villas, rosewalks, bungalow courts, rowhouses, tuck-under houses, live-work units, courtyard housing, and stacked dwellings. Development within the specific plan area would occur in response to market demand.	Yes

17 City of Paso Robles, *General Plan*, "Housing Element," "Land Use Element," (2003).

Goal/Policy	Discussion	Consistent?
Policy H-1A: Provide adequate housing sites through identification of sufficient sites on the General Plan Land Use Map with the appropriate General Plan land use category and appropriate zoning and development standards to accommodate the City's share of regional housing needs.	The specific plan would facilitate the development of housing by providing development standards for a range of housing types, including single-family and multifamily residential development. The specific plan also incorporates the City objective of the development of an additional 154 units at the Oak Park Affordable Housing Project, which provides low-income housing.	Yes
Policy H-1B: Range of Housing Opportunities. Cooperate with private housing developers, nonprofit housing sponsors, and public agencies to promote and expand housing opportunities for all segments of the community, recognizing such factors as income, age, family size, and mobility.	Incorporated into the specific plan is the City objective of redeveloping the existing Oak Park public housing project, which provides housing for low-income residents. The Oak Park Affordable Housing Project would be expanded by 154 units, increasing the City's stock of low-income housing. Other housing would be developed over the 25-year specific plan buildout period and would include single-family and multifamily residential uses. Mobility would be improved by development standards intended to provide pedestrian-friendly neighborhoods with neighborhood commercial development within walking distance of residential development.	Yes
Housing Element (continued)		
Goal H-2: Preserve the City's housing stock and neighborhoods in a safe and decent condition and eliminate the causes and spread of blight.	The proposed specific plan provides development standards that would preserve the City's historic small-town character. New development within the specific plan area would use architectural styles specified in specific plan Section 5.5.3, which would ensure that new development is consistent with the City's character. Acceptable architectural styles include Victorian, Craftsman, Spanish revival, art deco, and English arts and crafts. Over the 25-year specific plan buildout, the application of these development standards would reduce blight in areas where new development occurs, and would prevent its spread within the specific plan area.	Yes
Policy H-2: Protection of Affordable Housing from Premature Conversion. Housing designated for occupancy by moderate, low, and very low-income households should be protected from premature conversion to market rate by the imposition of reasonable resale restrictions.	The proposed project would expand the existing Oak Park Affordable Housing Project, which provides low-income housing within the City. The specific plan would be subject to and consistent with City restrictions on the conversion of low-income housing to market-rate units.	Yes

Goal/Policy	Discussion	Consistent?
Land Use Element		
Goal LU-1: Land Uses. Strive to maintain a balanced community, where the majority of residents can live, work, and shop.	The specific plan provides for commercial and residential development that would enhance the balance of neighborhoods by establishing a pedestrian-friendly circulation system connecting residential uses to commercial services and allowing a mix of uses in denser neighborhoods.	Yes
Policy LU-1A: Land Use Categories. Provide an appropriate mix and diversity of land uses.	Consistent with this policy, the proposed specific plan provides for the development of residential, commercial, industrial, open space, and public facility uses.	Yes
Land Use Element (continued)		
Policy LU-2I: Infill. Encourage infill development as a means of accommodating growth, while preserving open space areas, reducing vehicle miles traveled, and enhancing livability/quality of life. Infill includes: 1. Mixed use development in the Downtown and/or in areas within walking distance to transit, employment centers, and commercial services where the environmental impacts of the development would be minimized; 2. Residential infill in/near established neighborhoods; 3. Increased densities on sites which can accommodate the increases without having an adverse effect on adjacent properties; 4. Targeted residential infill to help address the needs of Cuesta College students and employees, City and school district employees, seniors, lower income households and other special needs groups; and rehabilitation of older apartment complexes.	The proposed specific plan calls for infill development that would increase the residential density of the City center and pedestrian-friendly neighborhoods and circulation. This would enhance existing potential for walking to transit, employment, and services within the specific plan area.	Yes

6.12 PUBLIC SERVICES – FIRE SERVICES

SUMMARY

The Downtown Specific Plan / Uptown & Town Centre (Uptown/Town Centre Specific Plan) is forecast to result in the development of additional residential, commercial, and industrial uses, which would generate additional demand for fire protection services. Fire protection services are provided by the Paso Robles Department of Emergency Services, whose Fire Station 1 is located within the specific plan area. The City of Paso Robles' Department of Emergency Services is currently meeting its staffing ratio and response time standards for both fire and emergency response services. The additional demand for fire protection and other emergency services generated by new development would incrementally affect the staffing ratio and response time performance of the Department of Emergency Services, requiring additional personnel and equipment, which would be funded by the required payment of City-established development impacts fees. Impacts would be less than significant.

6.12.1 EXISTING CONDITIONS

6.12.1.1 Paso Robles Department of Emergency Services

Fire protection service within the City is provided by the Paso Robles Department of Emergency Services, which also provides emergency medical services, rescue, hazardous materials response, fire safety inspections, public education, disaster management, and training, and weed abatement services. The Department of Emergency Services operates two stations, the locations of which are shown in **Figure 6.12-1, Fire Station Locations**. Fire Station 3, shown in **Figure 6.12-1,** is not currently staffed, and is used for equipment garaging. The Department of Emergency Services is authorized a total staff of 27 full-time firefighters, of which 22 positions are currently filled. Based on the City's 2010 population of 30,072, and the current staff of 22 firefighters, the Department of Emergency services has approximately 0.7 firefighter per 1,000 residents. The Department of Emergency Services has 30 sworn positions, and 6 existing vacancies. At its full approved-staffing level, the Department of Emergency Services would have approximately 1 firefighter per 1,000 residents.[1]

Located within the specific plan area, Fire Station 1 is equipped with one engine, one utility truck, and one ladder truck. Fire Station 2 is equipped with one engine and one heavy rescue unit. The daily active

[1] Ken Johnson, Chief, Paso Robles Department of Emergency Services, personal communication with Douglas Brown, Impact Sciences.

staff consists of six firefighters divided between the two stations, with no fewer than three firefighters at either station, and an on-call chief officer.[2]

In 2008, the Department of Emergency Services responded to a total of 2,888 calls for service throughout the City, an increase of 10 percent over the previous year.[3] **Table 6.12-1, 2008 Department of Emergency Services Calls for Service**, shows the types and numbers of calls for services received.

Table 6.12-1
2008 Department of Emergency Services Calls for Service

Type of Call	Number	Percent of Total
Emergency Medical	1,997	69%
Service Call	554	19%
Fire	121	4%
False Alarm	102	4%
Hazardous Condition	97	3%
Other	17	1%
Total	**2,888**	

Source: Paso Robles Department of Emergency Services, "2008 Annual Report."

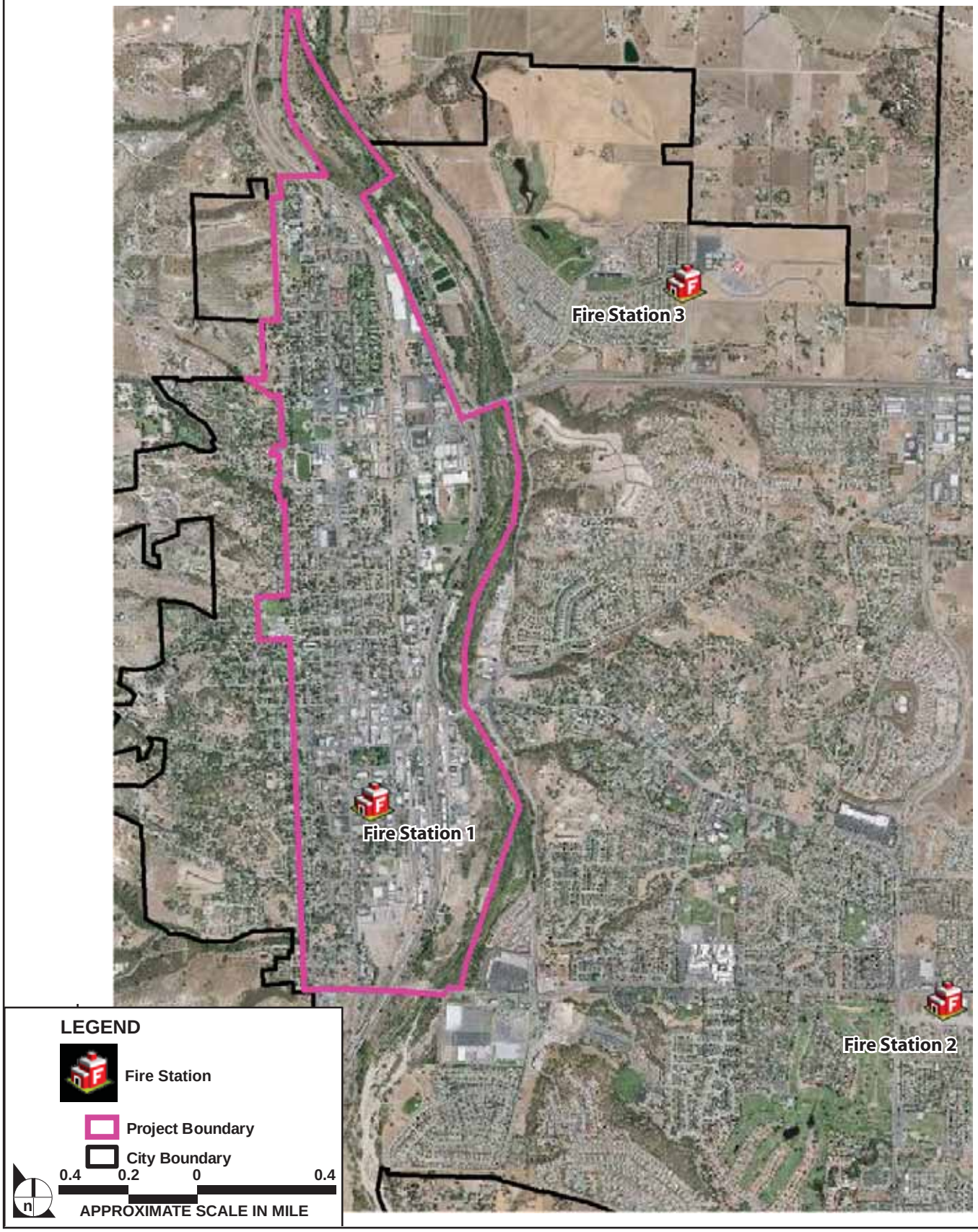
Calls for emergency services from the specific plan area are expected to be consistent with the types of calls from the City as a whole. The specific plan area is characterized by existing urbanized development, and calls for service would be primarily for medical emergencies. In 1999, the most recent year for which information is available, approximately 35 percent of all calls for emergency services within the City of Paso Robles originated from the specific plan area.[4]

The California Department of Forestry and Fire Protection (Cal Fire) provides mutual aid and automatic aid in support of the Department of Emergency Services.

2 Ken Johnson, Chief, Paso Robles Department of Emergency Services, personal communication with Douglas Brown, Impact Sciences.

3 City of Paso Robles, Emergency Services Department, "2008 Annual Report," (2009) 1.

4 Emergency Services Consulting Group, *City of El Paso de Robles Growth Management Plan*, (2000) 78. Response zones provided do not correspond precisely to the specific plan area.



SOURCE: Image Connect - 2008, Impact Sciences, Inc. – October 2009

FIGURE **6.12-1**

Fire Station Locations

970-002•10/09

The Insurance Service Office (ISO), a national rating service sponsored by fire insurance carriers to measure fire fighting capability to reduce structural fire losses, provides ranking of fire fighting capability on a scale from 1 to 10, with 1 being the best level of service and 10 being no service at all. ISO assigned Paso Robles a class 5 rating for property within 1,000 feet of a fire hydrant and a class 9 rating for all other property.[5]

6.12.1.2 Fire Hazard Maps

Cal Fire prepares maps indicating the severity of wildland fire hazards in areas where the state has fiscal responsibility for wildland fire protection (State Responsibility Area or SRA). The SRA maps indicate moderate, high, and very high wildland fire hazard severity zones. Cal Fire has prepared similar map providing recommendations for fire hazard severity designations for areas where wildland fires are the responsibility of local agencies (Local Responsibility Area or LRA). The LRA maps show only areas recommended for designation as very high wildland fire hazard severity zones.

The wildland fire hazard severity map for the SRA adjacent to the City of Paso Robles, provided in **Figure 6.12-2, Wildland Fire Hazard Severity Zone Map, State Responsibility Area**, shows that areas adjacent to the incorporated boundary of the City of Paso Robles are designated as high fire hazard severity zones in the SRA. **Figure 6.12-3, Wildland Fire Hazard Severity Zone Map, Local Responsibility Area**, shows the hazard designations within the incorporated boundary of the City, as provided in the City's Local Hazard Mitigation Plan.[6] As shown in **Figures 6.12-2** and **6.12-3**, the specific plan area is adjacent to areas designated by Cal Fire as subject to high wildland fire hazard severity, while wildland fire hazards within the specific plan area generally range from none to low, with small pockets of medium hazard. The proposed specific plan area is characterized by existing urban development, which reduces the amount of fuel available for wildland fires.

6.12.2 REGULATORY FRAMEWORK

6.12.2.1 State

California Fire Code

The California Fire Code (CFC) applies to all occupancies throughout the State of California as annotated. The CFC is the minimum state standard for fire code implementation in California, and is based on the

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5 City of Paso Robles, *General Plan Update EIR*, (2003) 4.9-2.

6 City of Paso Robles, *City of Paso Robles Hazard Mitigation Plan*, (2005).

content of the Uniform Fire Code.[7] The CFC establishes requirements for fire flow, emergency access, building materials, automatic sprinkler systems, and hydrant locations and distribution.

California Department of Forestry and Fire Protection

Cal Fire is responsible for the fire protection and stewardship of over 31 million acres of California's privately owned wildlands. In addition, Cal Fire provides emergency services in 36 of the state's 58 counties via contracts with local governments. The Cal Fire Director's responsibility includes identification of very high fire hazard severity zones, transmission of this information to local agencies, and periodic review of the recommendations.[8]

Standardized Emergency Management System

In an emergency, governmental response is an extension of responsibility and action, coupled with normal day-to-day activity. Normal governmental duties will be maintained, with emergency operations carried out by those agencies assigned specific emergency functions. The Standardized Emergency Management System (SEMS) has been adopted by the City for managing response to multi-agency and multi-jurisdiction emergencies and to facilitate communications and coordination among all levels of the system and among all responding agencies. Chapter 1 of Division 2 of Title 19 of the California Code of Regulations establishes the standard response structure and basic protocols to be used in emergency response and recovery.

Fully activated, the SEMS consists of five levels: field response, local government, operational areas (countywide), OES Mutual Aid Regions, and state government.

SEMS establishes the following:

- Organizational levels for managing emergencies
- Standardized emergency management methods
- Standardized training for emergency responders and managers

All local governments, including counties, cities, school districts and special districts, must use SEMS to be eligible for funding of their personnel-related costs under state disaster assistance programs. The California Department of Forestry provides mutual aid and automatic aid in support of the Department of Emergency Services.

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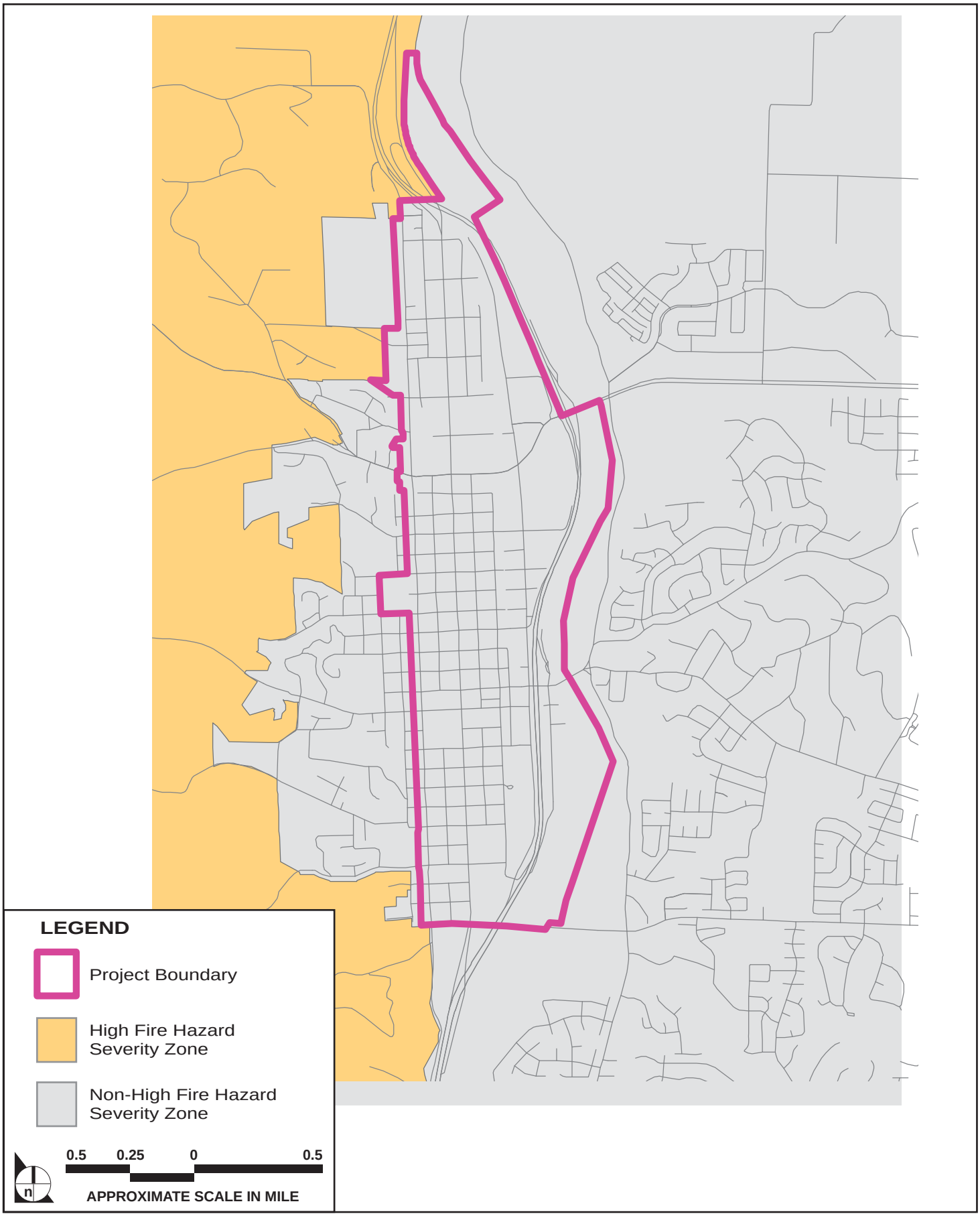
7 The National Fire Protection Agency, Uniform Fire Code, 2006.

8 California Government Code, Sections 51178 and 51181.

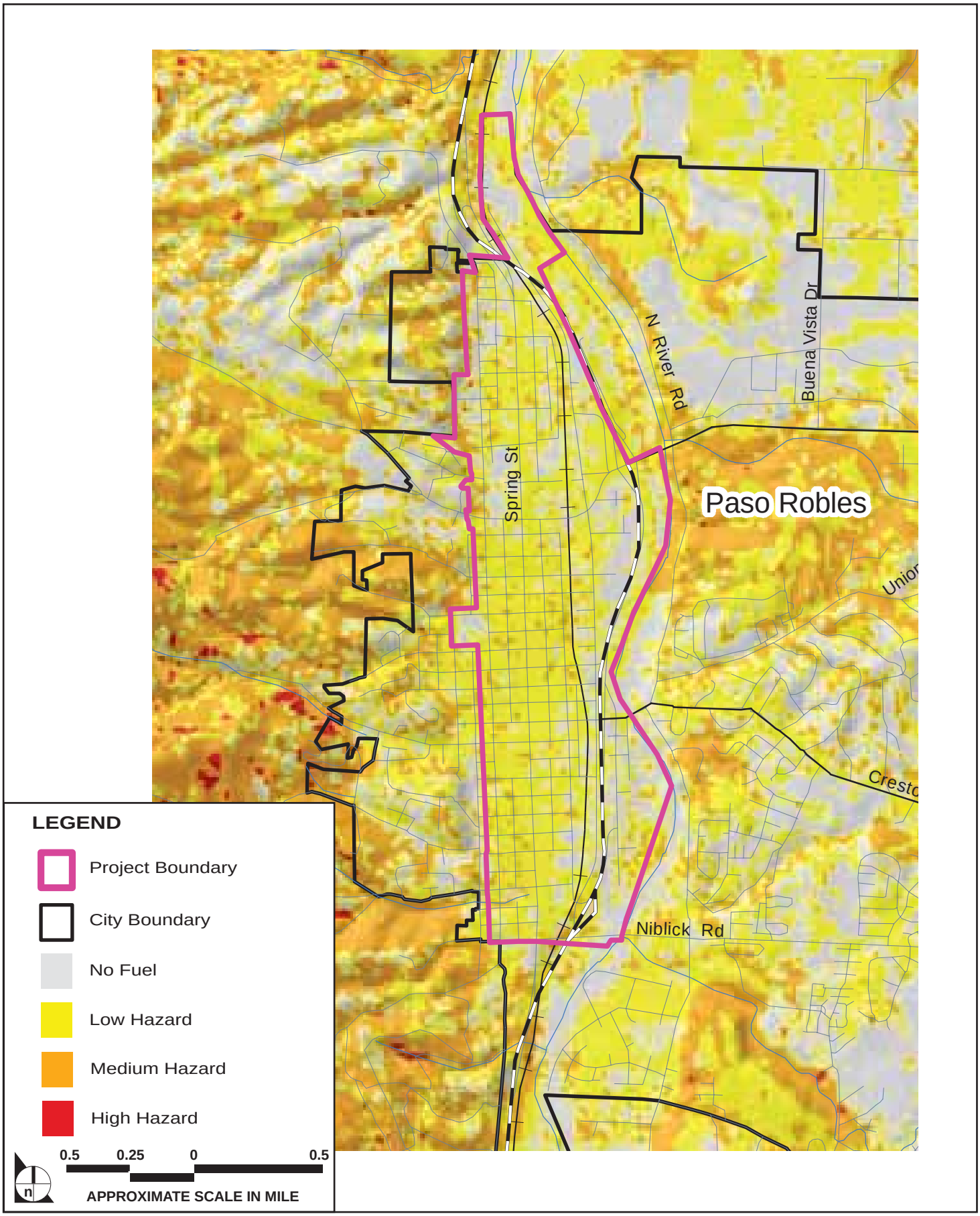


SOURCE: California Department of Forestry and Fire Protection – October 2009

FIGURE **6.12-2**

Wildland Fire Hazard Severity Zone Map, State Responsibility Area

970-002•10/09



SOURCE: California Department of Forestry and Fire Protection – October 2009

FIGURE **6.12-3**

Wildland Fire Hazard Severity Zone Map, Local Responsibility Area

970-002•10/09

6.12.2.2 City of Paso Robles

General Plan Land Use Element

The *Paso Robles General Plan* Land Use Element provides standards for fire protection services as follows:[9]

- strive to maintain a 4-minute response to 90 percent of calls for service, and
- maintain a ratio of 0.8 to 1.3 firefighters per 1,000 population.

Municipal Code

The City's Municipal Code amends the adopted California Fire Code to require automatic fire sprinklers in all new structures whose floor area exceeding 5,000 square feet, including both usable and unusable area.[10] Most single-family and duplex residences, garages, and detached townhomes, as specified in California Fire Code Section 903.2.7, are exempted from this requirement. Any structure exceeding 5,000 square feet, including both usable and unusable floor area, is required to install automatic fire sprinklers.

Development Impact Fees

The City Council adopted Resolution 06-188 establishing development impact fees on October 3, 2006.[11] As amended, it establishes fees for new residential, commercial, and industrial impacts to fund expansions of City services necessitated by such development. The City's current development impact fees for fire protection services are summarized in **Table 6.12-2, Paso Robles Development Impact Fees**.

6.12.3 THRESHOLDS OF SIGNIFICANCE

Appendix E of the *Rules and Regulations for the Implementation of the California Environmental Quality Act (CEQA)*[12] contains the Initial Study Environmental Checklist form. Issues presented in the checklist have been used as thresholds of significance in this section. Accordingly, a project may present a significant impact if it would

- result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for fire protection.

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9 City of Paso Robles, *General Plan*, "Land Use Element," (2003) LU-10.

10 City of Paso Robles, Municipal Code, Section 17.04.030.

11 City of Paso Robles, "Resolution No. 06.188," http://www.prcity.com/government/citycouncil/resolutions/2006/2006 CC RES 06-188.pdf.

12 City of Paso Robles, *Rules and Regulations for the Implementation of the California Environmental Quality Act*, July 2009.

Table 6.12-2
Paso Robles Development Impact Fees

Type of Development	Fee	Fee Per
Residential – Single-Family	$835	unit
Residential – Multiple Family	$742	unit
Assisted Living Units	$12,012	unit
Hotel	$393	room
Commercial	$0.52	sf
Industrial	$0.05	sf

6.12.4 PROJECT IMPACTS

6.12.4.1 Proposed Specific Plan Components

The proposed specific plan provides development standards to guide long-term development within the Uptown/Town Centre Specific Plan area. Under the specific plan, development would occur over a period of approximately 25 years, according to the decisions of individual property owners and in response to market demand. The specific plan provides for the development of public facilities such as fire stations and other emergency response facilities as a permitted use in the TC-1, TC-2, and RC zones, and as a conditionally permitted use in the T3-N, T3-F, T4-N, T4-F, and T4-NC zones.

6.12.4.2 Impact Analysis

The environmental impact analysis presented in this section is based on the results of information received in response to the Notice of Preparation (NOP), and/or other review of the project by planning staff for issues that were determined to be potentially significant, or for issues identified by reviewing agencies, organizations, or individuals commenting on the NOP that made a reasonable argument that the issue was potentially significant (see **Responses to the NOP**, **Appendix 2.0**).

6.12.4.2.1: Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for fire protection. (Class III – Not Significant)

Impact Analysis

The service level standards for the Department of Emergency Services are 0.8 to 1.3 firefighters per 1,000 residents and a response time of 4 minutes or less to 90 percent of calls for service. Fire Station 1 is located within the specific plan area, and would most likely respond to the majority of calls originating therein. As discussed above, the current staffing level of 22 firefighters with 6 vacant positions provides approximately 0.7 firefighter per 1,000 residents, which is below the minimum staffing level based on the City's service standard. Implementation of the proposed specific plan would result in a decrease in service levels.

Based on the projected development shown in **Table 3.0-1**, the 989 residential units forecast to be developed through 2025 would generate a population of approximately 2,634 residents. Based on the Department of Emergency Services standard, two to three additional firefighters would be needed to maintain an acceptable staffing ratio. The 660 residential units forecast to be developed after 2025 would generate a population of 1,758 residents. A further two to three firefighters would be needed to maintain an acceptable staffing ratio. Thus, implementation of the specific plan could ultimately require an additional four to six firefighters to maintain an acceptable staffing ratio.

Development under the specific plan would generate additional demand for emergency services, particularly from Fire Station 1, which is located within the specific plan area. Additional development, particularly industrial development, would increase the amount of hazardous materials, such as gasoline, crude oil, and acids, stored or used within the specific plan area. Service calls regarding the containment of hazardous materials are serious and may require the assistance of specialists. Such demand could affect the ability of the Department of Emergency Services to meet its response time standard of 4 minutes to 90 percent of calls for services. Additional resources may become necessary in order to meet service-level standards. Should the specific plan result in the Department of Emergency Services falling below the City's performance standards, the need for such resources would be a potentially significant impact.

Any new development under the proposed specific plan would be required to pay the City development impact fees current at the time individual projects are approved. The funds thus collected, along with property tax increments, would be used to provide additional fire protection and emergency services resources, including firefighters, equipment, and facilities, as determined to be necessary by the Department of Emergency Services. Development under the specific plan would be required to comply with the provisions of the CFC, as adopted and amended by the City. Compliance with existing City requirements would reduce potential impacts to a level less than significant

Mitigation Measures

No mitigation measures are required.

Residual Impacts

Impacts would be less than significant (Class III).

6.12.5 CUMULATIVE IMPACTS

6.12.5.1: Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.) (Class III – Not Significant)

Impact Analysis

The general plan forecast a 2025 population of 44,000 residents for the City of Paso Robles, an increase of 14,051, or approximately 47 percent, over the 2010 population of 30,072 residents.[13] Cumulative development, in addition to the proposed specific plan, would result in a need for additional firefighting staff and equipment. Such resources would be funded by the required payment of City development impact fees and property tax increments. Should additional fire facilities be needed in order to provide adequate fire protection services, project-level environmental review would be required prior to the construction of the necessary facilities, and such project would be required to provide mitigation for any potential impacts. Cumulative impacts would therefore be less than significant.

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13 City of Paso Robles, *General Plan Update EIR*, (2003) 2-13.

Mitigation Measures

No mitigation measures are required.

Residual Impacts

Cumulative impacts would be less than significant (Class III).

6.12.6 GENERAL PLAN CONSISTENCY ANALYSIS

The Land Use and Safety Elements of the *Paso Robles General Plan* provide goals and policies related to the provision of fire and emergency services and facilities in the City.[14] **Table 6.12-3, Paso Robles Uptown/Town Centre Specific Plan General Plan Policy Consistency**, provides these goals and policies, along discussions of the consistency of the proposed specific plan with these policies. The proposed specific plan would be consistent with applicable goals and policies of the general plan.

14 City of Paso Robles, *General Plan*, "Land Use Element," "Safety Element," (2003).

Table 6.12-3
Paso Robles Uptown/Town Centre Specific Plan
General Plan Policy Consistency

Goal/Policy	Discussion	Consistent?
Land Use Element		
Goal LU-4: Public Services and Facilities. Maintain/improve the quality of life enjoyed by residents.		
Policy LU-4A: Service Levels. Strive to ensure that City services and facilities are maintained at current levels and/or adopted standards, and are funded as revenues become available. These standards (applicable to fire and emergency services) are summarized as follows: **Emergency Services** • Strive to achieve a 4 minute response to 90% of the calls for service. • Maintain a ratio of 0.8 to 1.3 firefighters per 1,000 population.	The proposed specific plan provides standards for development within an area characterized by existing urban development that is served by existing fire protection facilities. New development would occur in the City's historic core in an area currently served by emergency response facilities. New development under the specific plan could result in the need for additional personnel in order for the Department of Emergency Services to meet City performance standards. Individual development under the proposed specific plan would be required to pay development impact fees, which would be used to fund necessary improvements to fire department staffing and equipment levels, allowing City service standards to be maintained.	Yes
Safety Element		
Goal S-1: Minimize exposure to natural and manmade hazards.		
Policy S-1C: Hazardous Exposure Minimization. Minimize hazards to people and property caused by fire, crime, and related services.	Development under the proposed specific plan would occur in an area characterized by existing urban development, and would not occur in areas designated as subject to high fire hazard. The specific plan area is served by existing fire protection facilities.	Yes

6.13 PUBLIC SERVICES – LAW ENFORCEMENT SERVICES

SUMMARY

The Paso Robles Downtown Specific Plan / Uptown & Town Centre (Uptown/Town Centre Specific Plan) would result in the development of additional residential, commercial, and industrial uses, which would generate additional demand for law enforcement services, provided by the Paso Robles Police Department.

The Paso Robles Police Department's current staffing falls short of the City's officer-to-population ratio standard, but is currently meeting response-time standards. Additional demand for police protection services generated by new development would incrementally affect the staffing ratio and response time performance of the police department, requiring additional personnel and equipment, which would be funded by the required payment of City-established development impact fees. Impacts would be less than significant.

6.13.1 EXISTING CONDITIONS

The Paso Robles Police Department (PRPD) provides law enforcement for the City of Paso Robles, including the specific plan area. PRPD operates from the police station located at 900 Park Street, a 14,000-square-foot facility designed to accommodate long-term growth within the City and the resultant needs for PRPD expansion. As shown in **Figure 6.13-1, Police Station Location**, the PRPD station is located in the southern portion of the specific plan area in the Downtown neighborhood. PRPD is currently staffed with 35 full-time sworn officers, 5 part-time sworn reserve officers, and 11 full-time and 4 part-time non-sworn personnel, with 13 patrol vehicles.

In addition to patrol duties, PRPD operations include community programs such as the Police Activities League (PAL), Drug Abuse Resistance Education (DARE) programs, and neighborhood watch training. PRPD also provides code enforcement for the City.

The PRPD's response time standard is 3 to 5 minutes for all priority-one (felony) and priority-two (minor crime) calls.[1] This standard is currently being met. Staffing-ratio standards are provided in the Land Use Element of the *City of El Paso de Robles General Plan*. The City's policy is to maintain a staffing ratio of 1.4 to 1.6 sworn officers and 0.5 non-sworn personnel per 1,000 residents. As discussed in **Section 6.11, Population and Housing**, the City's 2010 population is 30,072 residents, which would require 42 to 48 sworn officers and 15 non-sworn personnel to meet the City's staffing standard. The City's current staffing level, including part-time sworn officers, provides approximately 1.3 officers and 0.4 non-sworn

1 City of Paso Robles, *General Plan Update EIR*, (2003) 4.9-3.

personnel per 1,000 residents, falling short of the City standard. An additional two officers and two non-sworn personnel would be needed to meet the City standard for law enforcement staffing.

6.13.2 REGULATORY FRAMEWORK

6.13.2.1 Federal

No federal regulations regarding law enforcement services would apply to the proposed project.

6.13.2.2 State

No state regulations regarding law enforcement services would apply to the proposed project.

6.13.2.3 Local

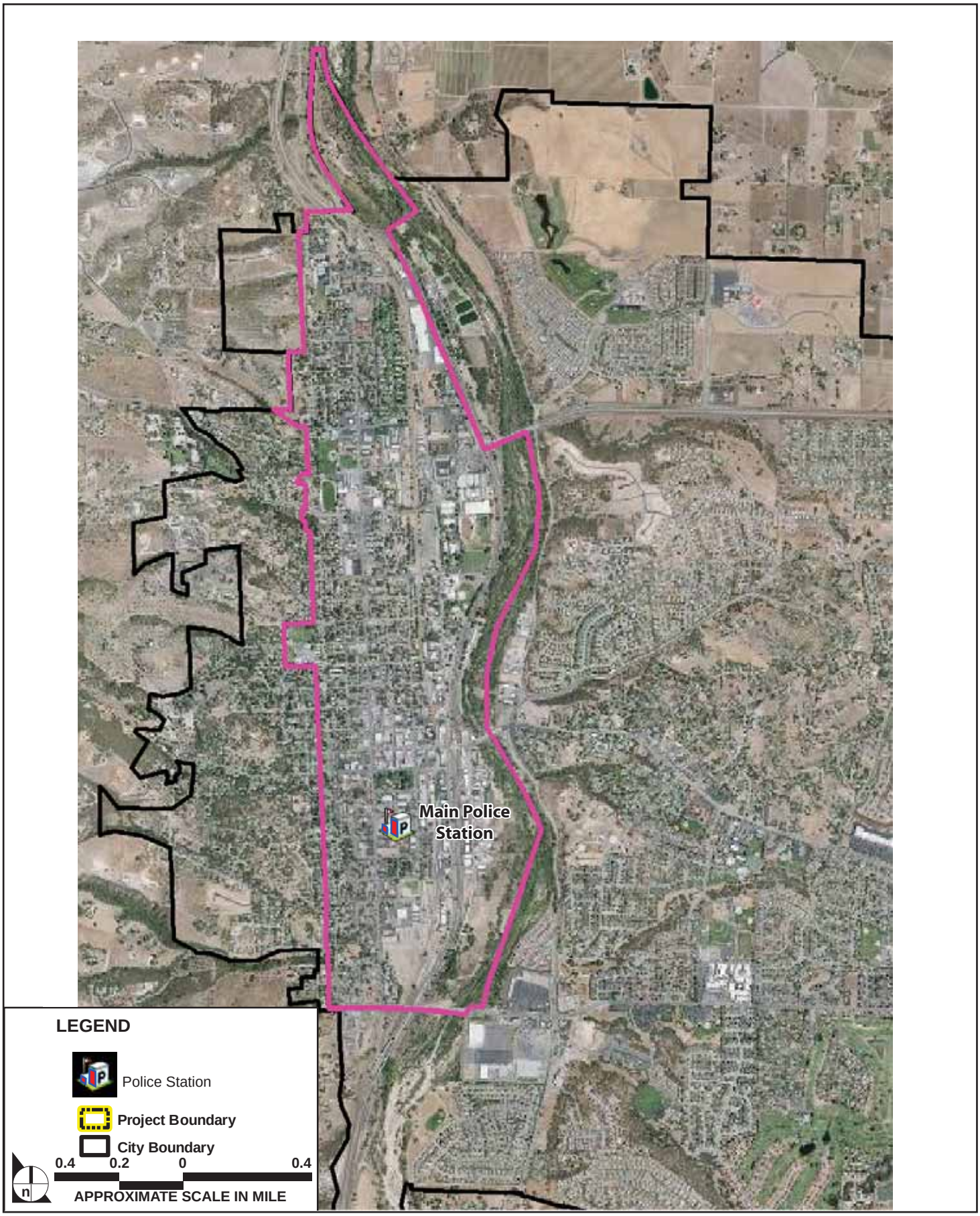
General Plan

The Land Use Element of the City's general plan provides a standard of 0.5 non-sworn law enforcement personnel and 1.4 to 1.6 sworn law enforcement personnel per 1,000 residents.

Development Impact Fees

The City Council adopted Resolution 06-188 establishing development impact fees on October 3, 2006.[2] As amended, it establishes fees for new residential, commercial, and industrial impacts to fund expansions of City services necessitated by such development. The City's current development impact fees for law enforcement services are summarized in **Table 6.13-1, Paso Robles Development Impact Fees**.

2 City of Paso Robles, "Resolution No. 06.188," http://www.prcity.com/government/citycouncil/resolutions/2006/2006 CC RES 06-188.pdf.



SOURCE: Image Connect - 2008, Impact Sciences, Inc. – July 2010

FIGURE **6.13-1**

Police Station Locations

970-002•06/10

Table 6.13-1
Paso Robles Development Impact Fees

Type of Development	Fee	Fee Per
Residential – Single-Family	$70	unit
Residential – Multiple Family	$83	unit
Assisted Living Units	$83	unit
Hotel	$83	room
Commercial	$0.05	sf
Industrial	$0.02	sf

Note:
sf = square foot

6.13.3 THRESHOLDS OF SIGNIFICANCE

Appendix E of the *Rules and Regulations for the Implementation of the California Environmental Quality Act (CEQA)*[3] contains the Initial Study Environmental Checklist form. Issues presented in the checklist have been used as thresholds of significance in this section. Accordingly, a project may present a significant impact if it would

- result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for police protection.

6.13.4 PROJECT IMPACTS

6.13.4.1 Proposed Specific Plan Components

Section 3.0, Project Description, provides projections for long-term development within the specific plan area (see **Table 3.0-1, Summary of Projected Growth in the Specific Plan Area**). The proposed specific plan provides for the development of public facilities in areas other than those designated for open space uses. Public facilities are permitted in the TC-1, TC-2, and RC zones, and may be developed with City approval of a conditional use permit in the T-3 N, T3-F, T-4N, T-4 F, and T-4 NC zones as noted on the Regulatory Plan (see **Figure 3.0-5**).

3 City of Paso Robles, *Rules and Regulations for the Implementation of the California Environmental Quality Act*, July 2009.

The specific plan area is characterized by existing urban development, and most areas provide existing street lights, which play an important role in reducing crime and improving safety. The Municipal Code does not provide specific standards for street lighting, but provides in the Subdivisons Code that they may be required by the Planning Commission and that their design and placement is subject to approval of the City Engineer.[4] Section 4.2.F of the *Uptown/Town Centre Specific Plan* provides guidance for the location of street lights, which would be required to be spaced every 70 to 100 feet.

6.13.4.2 Impact Analysis

The environmental impact analysis presented in this section is based on the results of information received in response to the Notice of Preparation (NOP), and/or other review of the project by planning staff for issues that were determined to be potentially significant, or for issues identified by reviewing agencies, organizations, or individuals commenting on the NOP that made a reasonable argument that the issue was potentially significant (see **Responses to the NOP**, **Appendix 2.0**).

6.13.4.2.1: Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for police protection. (Class III – Not Significant)

Impact Analysis

Implementation of the proposed specific plan would increase demand for PRPD services. The specific plan provides development standards to guide long-term growth in the specific plan area, which would result in increased population and additional residential, commercial, industrial, and institutional development. Such development would result in increases in calls for law enforcement service, which would cause a decrease in PRPD response times, and exacerbate the current shortage of sworn law enforcement personnel.

Based on the projected development shown in **Table 3.0-1**, the 989 residential units forecast to be developed through 2025 would generate a population of approximately 2,634 residents. Based on the PRPD standard, four to five additional sworn officers and two additional non-sworn employees would be needed to serve this additional population. The 660 residential units forecast to be developed after 2025 would generate a population of 1,758 residents. A further three sworn officers and one non-sworn personnel would be needed to serve this additional population. Thus, implementation of the specific plan

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4 City of Paso Robles, Municipal Code, Section 22.24.130.

could ultimately require an additional seven to eight sworn officers and two non-sworn personnel to provide adequate law enforcement services.

Any new development under the proposed specific plan would be required to pay the City development impact fees current at the time individual projects are approved. The funds collected from these fees would offset costs for new facilities that may result from the specific plan. Increased property tax increments resulting from additional development under the specific plan would be used to provide additional police protection resources, including sworn and non-sworn personnel, equipment, and facilities, as determined to be necessary by PRPD. Impacts would be less than significant.

Mitigation Measures

No mitigation measures are required.

Residual Impacts

Impacts would be less than significant (Class III).

6.13.5 CUMULATIVE IMPACTS

6.13.5.1: Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects). (Class III – Not Significant)

Impact Analysis

The general plan forecast a 2025 population of 44,000 residents for the City of Paso Robles, an increase of 14,051 or approximately 47 percent over the 2009 population of 29,949 residents.[5] Cumulative development, in addition to the proposed specific plan, would result in a need for additional law enforcement staff and equipment. Such resources would be funded by the required payment of City development impact fees and property tax increments. Should additional PRPD facilities be needed in order to provide adequate police protection services, project-level environmental review would be required prior to the construction of the necessary facilities, and such projects would be required to provide mitigation for any potential impacts. Cumulative impacts would therefore be less than significant.

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5 City of Paso Robles, *General Plan Update EIR*, (2003) 2-13.

Mitigation Measures

No mitigation measures are required.

Residual Impacts

Impacts would be less than significant (Class III).

6.13.6 GENERAL PLAN CONSISTENCY ANALYSIS

The Land Use and Safety elements of the *Paso Robles General Plan* provide goals and policies related to the provision of law enforcement services and facilities in the City.[6] **Table 6.13.2, Paso Robles Uptown/Town Centre Specific Plan General Plan Policy Consistency**, provides these goals and policies, along discussions of the consistency of the proposed specific plan with these policies. The proposed specific plan would be consistent with applicable goals and policies of the general plan.

6 City of Paso Robles, *General Plan*, "Land Use Element," "Safety Element," (2003).

Table 6.13-2
Paso Robles Uptown/Town Centre Specific Plan
General Plan Policy Consistency

Goal/Policy	Discussion	Consistent?
Land Use Element		
Goal LU-4: Public Services and Facilities. Maintain/improve the quality of life enjoyed by residents.		
Policy LU-4A: Service Levels. Strive to ensure that City services and facilities are maintained at current levels and/or adopted standards, and are funded as revenues become available. These standards [applicable to police protection services] are summarized as follows: **Police** • Maintain a ratio of 0.5 non-sworn personnel per 1,000 population • Maintain a ratio of 1.4 to 1.6 sworn personnel per 1,000 population.	The proposed specific plan provides standards for future development within an area characterized by existing urban development. New development would occur in the Uptown and Downtown areas west of the Salinas River. The PRPD police station is located within the specific plan area, and existing police resources serve the area. New development would affect PRPD's ability to meet staffing and response time standards due to increased population and calls for service. Individual development under the proposed specific plan would be required to pay development impact fees, which would be used to fund necessary improvements to PRPD staffing and equipment levels, allowing City service standards to be maintained.	Yes
Safety Element		
Goal S-1: Minimize exposure to natural and manmade hazards.		
Policy S-1C: Hazardous Exposure Minimization. Minimize hazards to people and property caused by fire, crime, and related services.	Development under the proposed specific plan would occur in an area characterized by existing urban development and currently served by existing police protection services. Section 4.2.F of the *Uptown/Town Centre Specific Plan* provides guidance for the location of street lights, which play an important role in reducing crime and improving safety. Street lights would be required to be spaced every 70 to 100 feet.	Yes

6.14 PUBLIC SERVICES – EDUCATION

SUMMARY

The Paso Robles Joint Unified School District (PRJUSD) provides K–12 educational services at schools located within and near the Paso Robles Downtown Specific Plan / Uptown & Town Centre (Uptown/Town Centre Specific Plan) area. The proposed specific plan would result in the generation of additional students who would attend PRJUSD schools. Based on student generation rates provided by PRJUSD, development under the Uptown/Town Centre Specific Plan would result in a projected additional student population of 660 students by 2025, and a further 440 students after 2025. These additional students would cause elementary and high schools serving the specific plan area to exceed their enrollment capacity, and would exacerbate existing exceedance of capacity at the middle school serving the specific plan area.

Under the provisions of state Senate Bill 50 (SB 50), PRJUSD collects development fees to mitigate impacts to educational services as a result of new development. Should the funds generated by payment of standard development fees be inadequate to fund needed facilities, additional fees may be collected as provided for in SB 50. The payment of development fees is considered full and complete mitigation for impacts to schools, and both project and cumulative impacts would therefore be considered less than significant (Class III).

6.14.1 EXISTING CONDITIONS

PRJUSD provides K–12 education at six elementary schools, two middle schools, one high school, and one continuation high school. PRJUSD's total enrollment for the 2009–2010 school year is 6,069 students, with a total capacity of 6,926.[1] Elementary schools within PRJUSD have a total enrollment of 2,944 students, with a capacity of 3,193 students. Middle schools have a total enrollment of 1,482 students, with a capacity of 1,210 students. High schools, including alternative programs and continuation schools, have a total enrollment of 2,423 students, with a capacity of 2,523 students.

Students within the specific plan area would attend Georgia Brown Elementary School or Bauer/Speck Elementary School, Flamson Middle School, and Paso Robles High School. **Figure 6.14-1, Paso Robles Joint Unified School District School Locations**, shows the attendance boundaries for the elementary schools within the specific plan area, along with the locations of all schools that would serve the specific plan area. **Table 6.14-1, 2009–2010 Enrollments and Capacities at PRJUSD Schools Serving the Specific Plan Area**, shows current enrollments and student capacities at the schools that serve the specific plan area.

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1 Hoskins, Gary, Assistant Superintendent for Business, Paso Robles Joint Unified School District, personal communication with Douglas Brown, Impact Sciences.

Table 6.14-1
2009–2010 Enrollments and Capacities at PRJUSD Schools Serving the Specific Plan Area

School	Permanent Capacity	Capacity with Relocatable Classrooms	2009–2010 Enrollment
Georgia Brown Elementary School	487	545	536
Bauer/Speck Elementary School	534	594	508
George H. Flamson Middle School	663	744	702
Paso Robles High School	1,836	2,262	2,036

Source: Gary Hoskins, Assistant Superintendent for Business, PRJUSD.

As shown in **Table 6.14-1**, schools serving the specific plan area are currently meeting demand for classroom space using portable classrooms to increase permanent classroom capacity at the schools. Construction projects are currently underway at Flamson Middle School and Paso Robles High School to replace portable classrooms with permanent facilities. This new construction will not increase capacity, but will replace temporary facilities with permanent classroom space.

6.14.2 REGULATORY FRAMEWORK

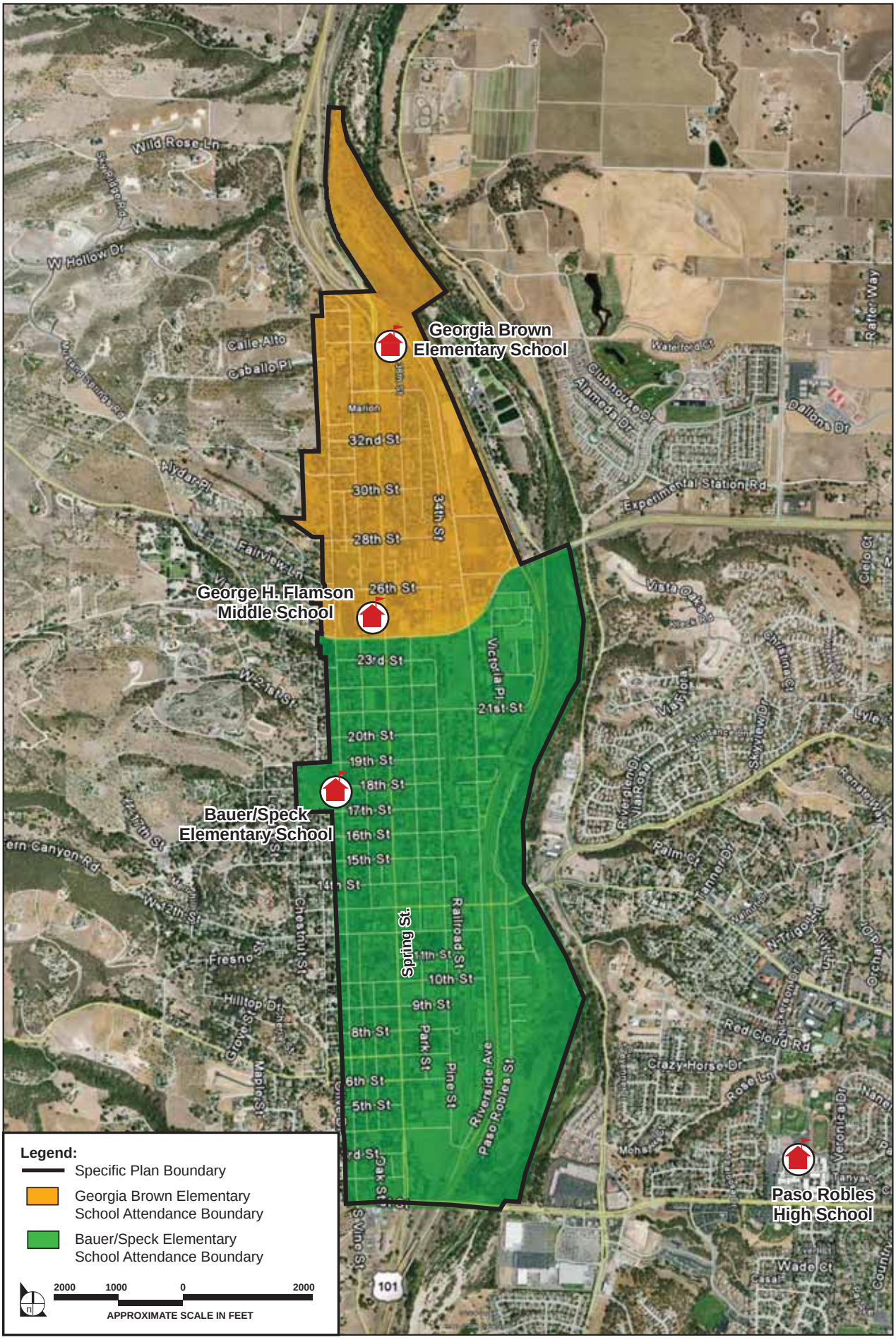
6.14.2.1 Federal

No federal regulations regarding education services would apply to the proposed project.

6.14.2.2 State

Assembly Bill 2926

The State of California has traditionally been responsible for the funding of local public schools. To assist in providing facilities to serve students generated by new development projects, the state passed Assembly Bill 2926 (AB 2926) in 1986. This bill allows school districts to collect impact fees from developers of new residential and commercial/industrial building space. Development impact fees were also referenced in the 1987 Leroy Greene Lease-Purchase Act, which required school districts to contribute a matching share of project costs for construction, modernization, or reconstruction.



SOURCE: Impact Sciences, Inc. – February 2006

FIGURE **6.14-1**

Paso Robles Joint Unified School District School Locations

534-01•02/06

Senate Bill 50

Senate Bill 50 (SB 50) and Proposition 1A (both of which passed in 1998) provided a comprehensive school facilities financing and reform program by, among other methods, authorizing a $9.2 billion school facilities bond issue, school construction cost containment revisions, and an eight-year suspension of the *Mira, Hart, and Murrieta* court cases. Specifically, the bond funds are to provide $2.9 billion for new construction and $2.1 billion for reconstruction/modernization needs. The provisions of SB 50 prohibit local agencies from denying either legislative or adjudicative land use approvals on the basis that school facilities are inadequate and reinstate the school facility fee cap for legislative actions (e.g., general plan amendments, specific plan adoption, zoning plan amendments) as was allowed under the *Mira, Hart, and Murrieta* court cases. According to Government Code Section 65996, the development fees authorized by SB 50 are deemed to be "full and complete school facilities mitigation." These provisions are in effect until 2006 and will remain in place as long as subsequent state bonds are approved and available.

SB 50 establishes three levels of developer fees that may be imposed upon new development by the governing board of a school district depending upon certain conditions within a district. These three levels are described below:

- Level 1: Level 1 fees are the base statutory fees. These amounts are the maximum that can be legally imposed upon new development projects by a school district unless the district qualifies for a higher level of funding.
- Level 2: Level 2 fees allow the school district to impose developer fees above the statutory levels, up to 50 percent of certain costs under designated circumstances. The state would match the 50 percent funding if funds are available. Under Level 2, the governing board of a school district may require a developer to finance up to 50 percent of new school construction costs. However, in order to qualify for Level 2 funding the district must satisfy at least one of the following four requirements until January 1, 2000, or satisfy at least two of the four requirements after January 1, 2000:
  - Impose a Multi Track Year Round Education (MTYRE) with
    - at least 30 percent of K–6 enrollment in the high school attendance area on MTYRE for unified and elementary school districts;
    - or at least 30 percent of high school district enrollment on MTYRE; or
    - at least 40 percent of K–12 enrollment on MTYRE within boundaries of the high school attendance area for which the district is applying for funding;
    - place a local bond measure on the ballot in the last four years which received at least 50 percent plus 1 of the votes;
    - District has issued debt or incurred obligations for capital outlay equal to a specified [under Government Code 65995.5(b)(3)(C)] percentage of its local bonding capacity; and
    - at least 20 percent of teaching stations within the district are portable classrooms.

- Level 3: Level 3 fees apply if the state runs out of bond funds after 2006, allowing the school district to impose 100 percent of the cost of the school facility or mitigation minus any local dedicated school moneys.

To accommodate students from new development projects, school districts may alternatively finance new schools through special school construction funding resolutions and/or agreements between developers, the affected school districts and, occasionally, other local governmental agencies. These special resolutions and agreements often allow school districts to realize school mitigation funds in excess of the developer fees allowed under SB 50.

6.14.2.3 Local

Paso Robles Joint Unified School District Development Fees

PRJUSD assesses development fees as permitted under SB 50 to provide new and expanded school facilities to house additional students generated by new development. The current PRJUSD development fees are $2.63 per square foot for residential development and $0.42 per square foot for commercial development.

6.14.3 THRESHOLDS OF SIGNIFICANCE

Appendix E of the *Rules and Regulations for the Implementation of the California Environmental Quality Act (CEQA)*[2] contains the Initial Study Environmental Checklist form. Issues presented in the checklist have been used as thresholds of significance in this section. Accordingly, a project may present a significant impact if it would

- result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for education services.

6.14.4 PROJECT IMPACTS

6.14.4.1 Proposed Specific Plan Components

Chapter 3, "Implementation," of the *Uptown/Town Centre Specific Plan* discusses projects that are included as part of long-term development envisioned by the specific plan. One such long-term project would

2 City of Paso Robles, *Rules and Regulations for the Implementation of the California Environmental Quality Act*, July 2009.

involve enlargement and improvement of play fields at Georgia Brown Elementary School, which is located in the Uptown neighborhood of the specific plan.

The specific plan provides a development code, which includes standards for appropriate types of development within each of the zones defined in the specific plan. Development of new or expanded school facilities would be permitted in the T3-N, T3-F, T4-N, T4-F, T4-NC, TC-1, TC-2, and RC zones. Such facilities would not be permitted in the OS zone.

6.14.4.2 Impact Analysis

The environmental impact analysis presented in this section is based on the results of information received in response to the Notice of Preparation (NOP), and/or other review of the project by planning staff for issues that were determined to be potentially significant, or for issues identified by reviewing agencies, organizations, or individuals commenting on the NOP that made a reasonable argument that the issue was potentially significant (see **Responses to the NOP**, **Appendix 2.0**).

6.14.4.2.1: Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for education services. (Class III – Not Significant)

Impact Analysis

Development of the proposed specific plan would result in increased student attendance at Georgia Brown Elementary School, Bauer/Speck Elementary School, George H. Flamson Middle School, and Paso Robles High School, which are the PRJUSD schools that serve the specific plan area. PRJUSD uses student generation rates, summarized in **Table 6.14-2, Paso Robles Joint Unified School District Student Generation Rates**, to determine the student population potential of new development.

Table 6.14-2
Paso Robles Joint Unified School District Student Generation Rates

	Type of Development		
Grade Level	Single Family Detached	Single Family Attached	Multifamily
Elementary (K–5)	0.2270	0.0976	0.2727
Middle School (6–8)	0.1006	0.0366	0.2424
High School (9–12)	0.1443	0.0244	0.1515

Source: PRJUSD, School Facilities Needs Analysis, *(2007) 7–8*

As discussed in **Section 3.0, Project Description**, the development forecast to occur under the proposed specific plan would result in the construction of 989 new residential units within the specific plan area by 2025. Additional development after 2025 would result in the development of an additional 660 new residential units, for a total projected development of 1,649 new residential units. The majority of development under the specific plan would be multiple-family residential units, although the exact proportions of multiple-family, single-family attached, and single-family detached units are not known.

Based on the residential development forecast under the proposed specific plan, and using student generation rates provided by PRJUSD, **Table 6.14-3, Proposed Specific Plan Student Generation**, provides the student population that would be generated by development before and after 2025. Since, as mentioned above, the amounts of each housing type are not known, the multiple-family student generation rate was used in order to provide a conservative analysis.

Table 6.14-3
Proposed Specific Plan Student Generation

	Generation Rate	Thru 2025	After 2025	Total
Residential Units	-	989	660	1,641
Elementary School Students	0.2727	270	180	450
Middle School Students	0.2424	240	160	400
High School Students	0.1515	150	100	250
Total	-	**660**	**440**	**1,100**

The additional student population generated by new residential development under the proposed specific plan would attend PRJUSD schools, as discussed above. **Table 6.14-4, 2009–2010 School**

Enrollments Plus Specific Plan Student Generation, shows the potential enrollments at schools serving the specific plan area with the additional students generated by the specific plan. The distribution of students within the attendance boundaries of Georgia Brown Elementary School and Bauer/Speck Elementary School is not known. Therefore, 50 percent of elementary school students have been distributed to each school.

Table 6.14-4
2009–2010 School Enrollments Plus Specific Plan Student Generation

School	Capacity	2009–2010 Enrollment	Specific Plan Students thru 2025	Total Enrollment thru 2025	Specific Plan Students after 2025	Total Enrollment after 2025
Georgia Brown Elementary School	545	536	135	671	45	716
Bauer/Speck Elementary School	594	508	135	643	45	688
George H. Flamson Middle School	744	702	240	942	160	1,102
Paso Robles High School	2,262	2,036	150	2,186	100	2,286

As shown in **Table 6.14-4**, the projected student population generated by development under the proposed specific plan would exceed the design capacity of existing school facilities within the PRJUSD. In order to accommodate the additional student population, PRJUSD would need to construct new or expanded elementary, middle, and high school facilities. This would be a potentially significant impact. PRJUSD collects development fees to fund the construction of new and expanded school facilities, as discussed above. The current fees are $2.63 per square foot for residential development and $0.42 per square foot for commercial development. All new development under the proposed specific plan would be required to pay these fees to PRJUSD prior to occupancy. Under the provisions of SB 50, payment of these fees would be considered full and complete mitigation of impacts to PRJUSD schools, and impacts would be considered less than significant.

Mitigation Measures

No mitigation measures are required.

Residual Impacts

Impacts would be less than significant (Class III).

6.14.5 CUMULATIVE IMPACTS

6.14.5.1: Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects). (Class III – Not Significant)

Impact Analysis

Cumulative development in addition to development under the proposed specific plan would result in the generation of additional students within the PRJUSD's service area. As discussed above, PRJUSD schools are currently operating near capacity for elementary and high school campuses and over capacity for middle school campuses. The additional students generated by cumulative development would be accommodated in existing PRJUSD schools, which would result in school overcrowding throughout the PRJUSD. This would be a potentially significant cumulative impact, and the proposed specific plan's contribution to this impact would be cumulatively considerable.

As discussed previously, PRJUSD collects development fees authorized under SB 50 for all new development within its service area. The current fees are $2.63 per square foot for residential development and $0.42 per square foot for commercial development. All new cumulative development would be required to pay these fees to PRJUSD prior to occupancy. Under the provisions of SB 50, payment of these fees would be considered full and complete mitigation of impacts to PRJUSD schools, and cumulative impacts would be considered less than significant.

Mitigation Measures

No mitigation measures are required.

Residual Impacts

Impacts would be less than significant (Class III).

6.14.6 GENERAL PLAN CONSISTENCY ANALYSIS

The Land Use Element of the *Paso Robles General Plan* provides goals and policies related to the provision of education services and facilities in the City.[3] **Table 6.14-5, Paso Robles Uptown/Town Centre Specific Plan General Plan Policy Consistency**, provides these goals and policies, along discussions of the consistency of the proposed specific plan with these policies. The proposed specific plan would be consistent with the applicable goals and policies of the general plan.

Table 6.14-5
Paso Robles Uptown/Town Centre Specific Plan
General Plan Policy Consistency

Goal/Policy	Discussion	Consistent?
Land Use Element		
Goal LU-4: Public Services and Facilities. Maintain/improve the quality of life enjoyed by residents.		
Policy LU-4B: Support the public school districts' efforts to ensure that new development mitigates its impacts to public schools, particularly in avoiding overcrowding conditions. The following programs should be implemented unless the City Council finds that specific economic, social, environmental, or other considerations make infeasible implementation of the program or aspect of the program in a particular situation.	New development under the proposed specific plan would be required to pay the applicable PRJUSD development fees in order to mitigate potential impacts to school services within the specific plan area. The proposed specific plan's consistency with particular programs is discussed in additional detail below.	Yes
Action Item 1. Enable the collection of those impact fees for development of capital facilities for public schools that are permitted by state law to be applied to the issuance of building permits.	Development under the proposed specific plan would be required to pay the applicable development fees to fund construction of school facilities. PRJUSD currently assesses the Level 1 fees permitted under SB 50. Should PRJUSD determine that it is necessary to collect Level 2 or Level 3 fees, such fees would apply to development under the specific plan after the fees are enacted.	Yes

3 City of Paso Robles, *General Plan*, "Land Use Element," (2003).

Goal/Policy	Discussion	Consistent?
Action Item 2. Investigate and implement, if feasible, means to eliminate shortfalls that may result from the insufficiency of those impact fees to fund the acquisition of sites and construction of public schools. Such means may include, but would not be limited to, the following: • Conditioning legislative actions such as specific plans and rezones upon payment of supplemental fees, or making dedications of land in lieu of fees; arrangements should be investigated to enable such fees to be paid or dedications to be made at either the time of building permit issuance or prior to issuance of a Certificate of Occupancy. • Formation of Community Facilities (Mello-Roos) Districts or equivalent tools which include funding for acquisition of sites for and construction of public schools.	New development under the proposed specific plan would pay all applicable PRJUSD development fees. Should additional fees be levied, such as Level 2 or Level 3 fees permitted under SB 50, these fees would apply to development after such fees are enacted. The proposed specific plan provides development standards for future redevelopment in an area characterized by existing urban development. Should additional fees be determined to be necessary, such decisions would be made at the time of application for individual development projects.	Yes
Action Item 3. Support the school districts' request that public school sites be located in accordance with the following standards: • Elementary Schools (grades K–5) need 10 acres of relatively flat or gently rolling land located in the center of an area with approximately 590 students, on a collector street and preferably not on an arterial street; • Middle Schools (grades 6–8) need 20 acres of relatively flat or gently rolling land located in the center of an area with approximately 900 student, on either a collector or an arterial street; • High Schools (grades 9–12) need 40 acres of relatively flat or gently rolling land located in the center of an area with approximately 2,250 students and on an arterial street.	The proposed specific plan provides development standards for future redevelopment in and area characterized by existing urban development. While the specific plan does not designate sites for future school construction, it does provide for the construction of schools as a permitted use in the T3-N, T3-F, T4-N, T4-F, T4-NC, TC-1, TC-2, and RC zones. The identification of appropriate sites for future school development within the specific plan area would be subject to PRJUSD criteria for the size, location, and topography of such sites.	Yes
Action Item 4. Refer development applications to the Paso Robles Union School District, Paso Robles Joint Union High School District, and Templeton Unified School Districts for comments and information. Seek to minimize traffic and circulation problems in the vicinity of school sites.	The PRJUSD provided information used in the preparation of the foregoing analysis, and will have the opportunity to provide additional comment during the review period.	Yes

Goal/Policy	Discussion	Consistent?
Action Item 5. Facilitate the provision of schools by continuing to work closely with the school districts during the site selection and development process. For example, when development proposals are submitted for large projects triggering needs for additional schools, the districts should determine which parcels would be appropriate school sites, and specify appropriate location, accessibility, and land use compatibility standards for school site selection.	The proposed specific plan provides development standards for future redevelopment in and area characterized by existing urban development. While the specific plan does not designate sites for future school construction, it does provide for the construction of schools as a permitted use in the T3-N, T3-F, T4-N, T4-F, T4-NC, TC-1, TC-2, and RC zones. The identification of appropriate sites for future school development within the specific plan area would be subject to PRJUSD criteria for the size, location, accessibility, and compatibility of such sites.	Yes

6.15 PUBLIC SERVICES – PARKS AND RECREATION

SUMMARY

The Paso Robles Parks Department provides parks and recreational facilities located within and near the Downtown Specific Plan / Uptown & Town Centre (Uptown/Town Centre Specific Plan) area. The proposed specific plan would result in the generation of additional residents who would use area parks, and would provide 18.03 acres of new parkland directly proposed for development. The specific plan furthermore provides for the development of new parks and recreational facilities as a permitted or conditionally permitted use in every zone throughout the Uptown/Town Centre Specific Plan area.

The City has established a standard for the amount of public parks at 7 acres of parkland per 1,000 residents. The City currently provides 221.3 acres of parkland and recreation facilities per resident, approximately 7.4 acres per resident, which exceeds the City's threshold. The development forecast under the proposed specific plan would result in additional residents, and while parkland would be provided as part of specific plan development, the ratio of parkland to residents could decline slightly as result of specific plan residents.

Development under the specific plan would be required to pay City development impact fees, established by City Council resolution. These fees would be used to fund new and expanded parks and recreation facilities. With the payment of these fees and the provision under specific plan zoning for the development of additional parkland, impacts would be less than significant (Class III).

6.15.1 EXISTING CONDITIONS

6.15.1.1 Citywide Facilities

The City of Paso Robles operates and maintains over 100 acres of parks and recreational facilities throughout the City. The City's recreational facilities include bikeways, school facilities that provide opportunities for sports activities, community centers, and activity centers. The types of parks and recreational facilities are described in the *Paso Robles General Plan* Parks and Recreation Element as follows:[1]

Regional Parks - Regional parks are identified as unique recreational centers serving the entire urban population. These consist of extensive park areas that provide service and facilities and that are specialized or of Citywide or regional interest. Typical facilities may include large open space areas, large group picnic facilities, restrooms, water-oriented facilities, competitive sports fields, play equipment for varied age groups, and concessions. Barney Schwartz Park is the only regional park in the City.

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1 City of Paso Robles, *General Plan*, "Parks and Recreation Element Appendix," (2003) PR-1–PR-2.

Community Parks - Community parks are large parks of greater than 30 acres. Centennial Park is the only community park in the City.

District Parks - District parks are medium-sized parks that generally vary from 8 to 12 acres in size. Sherwood Park, Oak Creek Park, and Pioneer Park are considered district parks.

Neighborhood Park - A neighborhood park can be generally defined as a landscaped park of limited size for passive recreation of all ages, but with designated active areas. Neighborhood parks provide scenic and aesthetic value. Typical improvements found at neighborhood parks include athletic fields, multi-use turf areas, hard courts and playground equipment. Neighborhood parks range from 3 to 10 acres in size. Paso Robles neighborhood parks include Paso Robles City Park, Turtle Creek Park, Lawrence Park, and Robbins Field.

Mini Parks - Mini parks are generally less than 3 acres in size and are designed to serve a concentrated or limited population. They are often developed for a unique or single purpose such as a recreation facility for a neighborhood, a recreation or eating location for employment uses, or to preserve an isolate open space resources such as a small clustering of oak trees. Typical improvements at mini parks are play areas, picnic tables, and landscaping. Desirable locations for mini parks are within neighborhoods and in close proximity to small-lot and higher-density residential development, including apartments, condominium complexes, and housing for the elderly. Mini parks are also appropriate within business districts. Mini parks in Paso Robles include Lenco Park, Royal Oak Meadows Park, and Mandella Park.

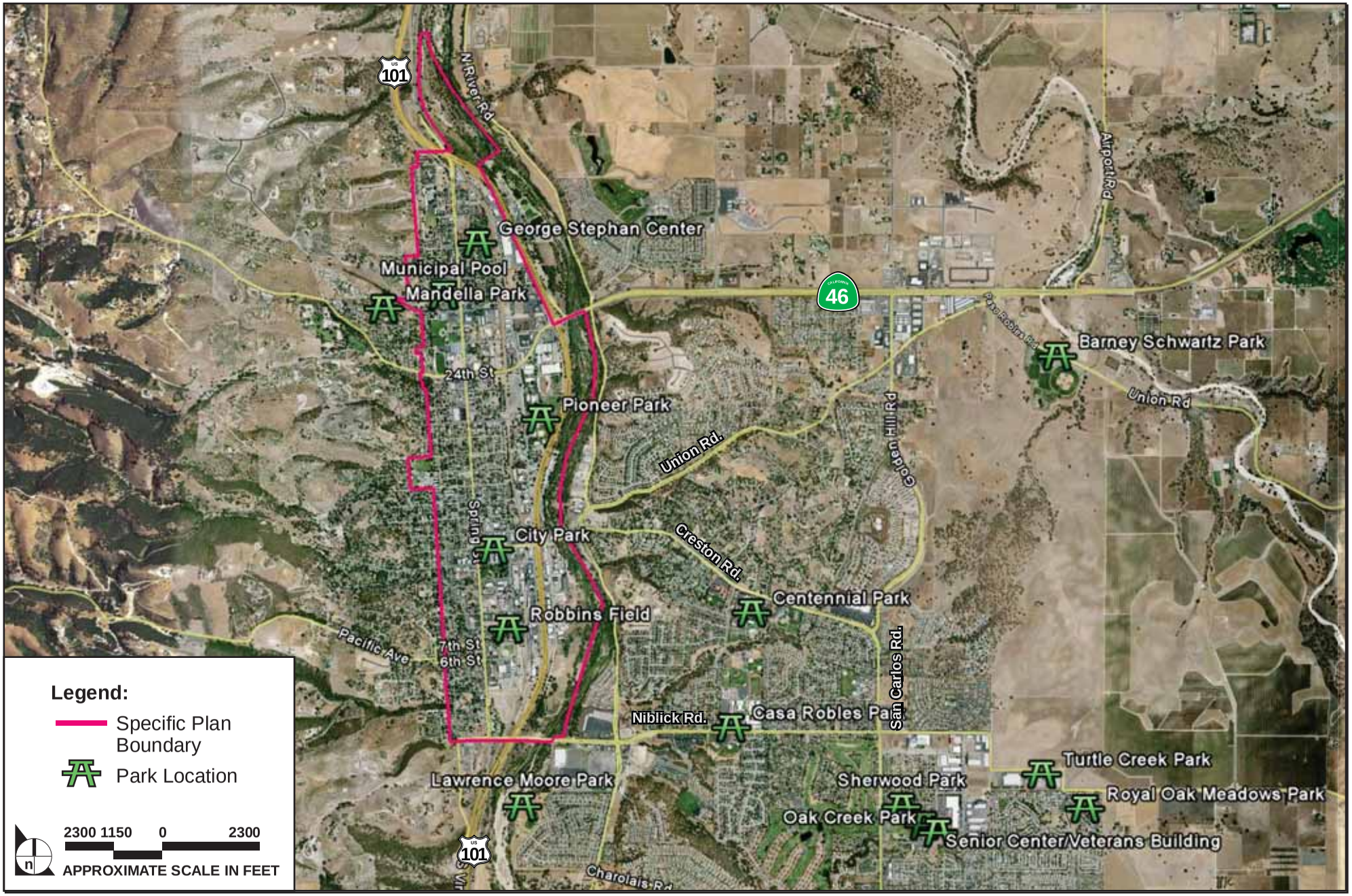
Existing Park Facilities

The City's existing park and recreation facilities are listed in **Table 6.15-1, City of Paso Robles Parks and Recreational Facilities**. Park locations are shown in **Figure 6.15-1, City of Paso Robles Parks and Recreational Facilities**.

As shown in **Table 6.15-1**, the City of Paso Robles currently provides 221.3 acres of parks, which include open space and recreational and community facilities.

The City has established a parkland standard (provided in the general plan and discussed below in **Section 6.15.2.3**) of 7 acres per 1,000 residents. Based on the California Department of Finance's (DOF) 2010 population estimate for the City, the estimated 30,072 population would generate a parkland demand of approximately 210 acres, which is met by the City's current inventory of parks, open space, and recreational facilities. Existing parkland within the City provides approximately 7.4 acres of parkland and recreational facilities per 1,000 residents.

Schools within the City of Paso Robles provide joint use as recreational facilities outside of hours. While these provide recreational opportunities, they suffer from limitations such as access, conflicting schedules, hours of operation, and lack of restrooms during nonschool hours.



SOURCE: Google Earth, Impact Sciences, Inc. – November 2009

FIGURE **6.15-1**

City of Paso Robles Parks and Recreational Facilities

970-002•11/09

Table 6.15-1
City of Paso Robles Parks and Recreational Facilities

Facility	Amenities	Acreage
Regional Parks		
Barney Schwartz Park	• Baseball diamonds • Concession stands • Restrooms • Group pavilions • Lake • Walking trail	34.5
Regional Parks		
Centennial Park	• Amphitheater • Banquet room • Large group barbecue area • Small barbecue pits • Kitchen • 1 children's playground • Meeting rooms • Pool, wading pool, and bathhouse • Restrooms • Walking trail • Gymnasium • Basketball courts • Bleachers • Game room • Volleyball court	16.16
District Parks		
Pioneer Park	• Softball field • Basketball court • Small and large barbecue pits • Restrooms • Playground • Picnic area • Skate park	9.2
Sherwood Park	• Soccer fields • Softball fields • Group barbecue facility • Picnic areas • Playground • Restrooms • Tennis courts • Horseshoe pits • Sand volleyball court	10.9
Oak Creek Park	• Playground • Picnic area • Walking trail	10.6

Facility	Amenities	Acreage
Neighborhood Parks		
City Park	• Group barbecue facility • Small barbecue pits • Picnic area • Playground • Horseshoe pits • Gazebo • Restrooms • Museum • Gardens • Fountain	4.6
Turtle Creek Park	• Shuffleboard • Picnic area • Small barbecue pits	9.1
Lawrence Moore Park and adjacent open space	• Playground • Restrooms • Small ball field • Small barbecue pits • Picnic area	23.6
Robbins Field	• Softball field • Restrooms • Announcing booth • Scoreboard • Concessions stand • Sandbox/play area	2.0
Royal Oak Meadows Park	• Playground • Small ball field • Small barbecue pits • Picnic facilities	7.6
Montebello Park	• Future active recreation park	7.0
Mini Parks		
Casa Robles Park	• Playground • Turf area	0.33
Mandella Park	• Lawn area	0.25
Trails		
Rambouillet Path	• Hiking trail	30.5
Navajo Path	• Bicycle trail	10.6
School Facilities		
Kermit King School	• Sports field	3.97
Georgia Brown School	• Sports field	1.93
Pat Butler School	• Sports field	3.49
Flamson Middle School	• Sports field	4.58
Bauer-Speck School	• Sports field	3.31

Facility	Amenities	Acreage
Lewis Middle School	• Sports field	2.16
Winnifred Pifer School	• Sports field	5.86
Virginia Peterson School	• Sports field	2.03
Liberty High School	• Sports field	0.58
High School Softball Field	• Sports field	2.17
High School Baseball Field	• Sports field	3.37
Other Recreational Facilities		
George Stephan Community Center	• Oak Park recreation after school program • Meeting room	3.14
Senior Citizen Center	• Meeting hall • Commercial kitchen • Small meeting rooms • Offices	0.8
Veterans Center	• Meeting hall • Commercial kitchens • Small meeting rooms • Offices	0.8
War Memorial Stadium	• Sports field	2.23
Municipal Pool Complex	• Indoor warm water pool	1.4
Total		**221.3**

Trails and Bikeways

In addition to parks and recreation facilities, the City of Paso Robles provides hiking trails and bikeways that connect areas of the City and provide both recreational opportunities and nonmotorized transportation routes throughout the City. **Figure 6.15-2, City of Paso Robles Trails Map**, shows the locations of the City's 12.15 miles of hiking trails. **Figure 6.15-3, City of Paso Robles Existing Bikeways**, shows the location of current City bikeways, and **Figure 6.15-4, City of Paso Robles Future Bikeways**, shows the planned extent of bikeways planned throughout the City.

As shown in **Figures 6.15-3** and **6.15-4**, bikeways are classified as follows:

- **Class I** - A Class I Bikeway is a completely separated right-of-way designed to be shared with pedestrians. The standard pavement width of a Class I Bikeway is 8 feet. The typical right-of-way width is 10 feet. Class I Bikeways are considered ideal. They are usually located on publicly owned land such as parks, school sites, watersheds, or road rights-of-way.

- **Class II** - Class II Bikeways are 4-foot-wide on-street right-of-way designated for the use of bicycles. Class II paths are designated by a painted line on the roadway pavement on each side of the street. Parking is usually allowed. Class II bikeways are best suited for streets that have a minimum width

of 32 feet, with each traffic lane measuring at least 12 feet. The standard bicycle lane width measured from the front edge of curb to the painted boundary should be 4 feet.

- **Class III** - On a Class III bikeway, the cyclist shares the street with motor vehicles and the route is designated only by signs. Class III Bikeways are suited for roads less than 28 feet wide in areas with light traffic.

6.15.1.2 Facilities within the Specific Plan Area

Robbins Field, City Park, and Pioneer Park are located within the specific plan area. In addition to these existing facilities, the City has plans to provide three new 10-acre parks. Of these, one is planned north of 24th Street in or near the specific plan area, which would serve as a replacement for Pioneer Park. The other two parks are planned in the Borkey area east of the Salinas River and north of Highway 46 East, and in the Chandler Ranch area in the eastern portion of the City. Existing trails and existing and proposed bikeways, as shown in **Figures 6.15-2** through **6.15-3,** are also provided within the specific plan area.

6.15.2 REGULATORY FRAMEWORK

6.15.2.1 Federal

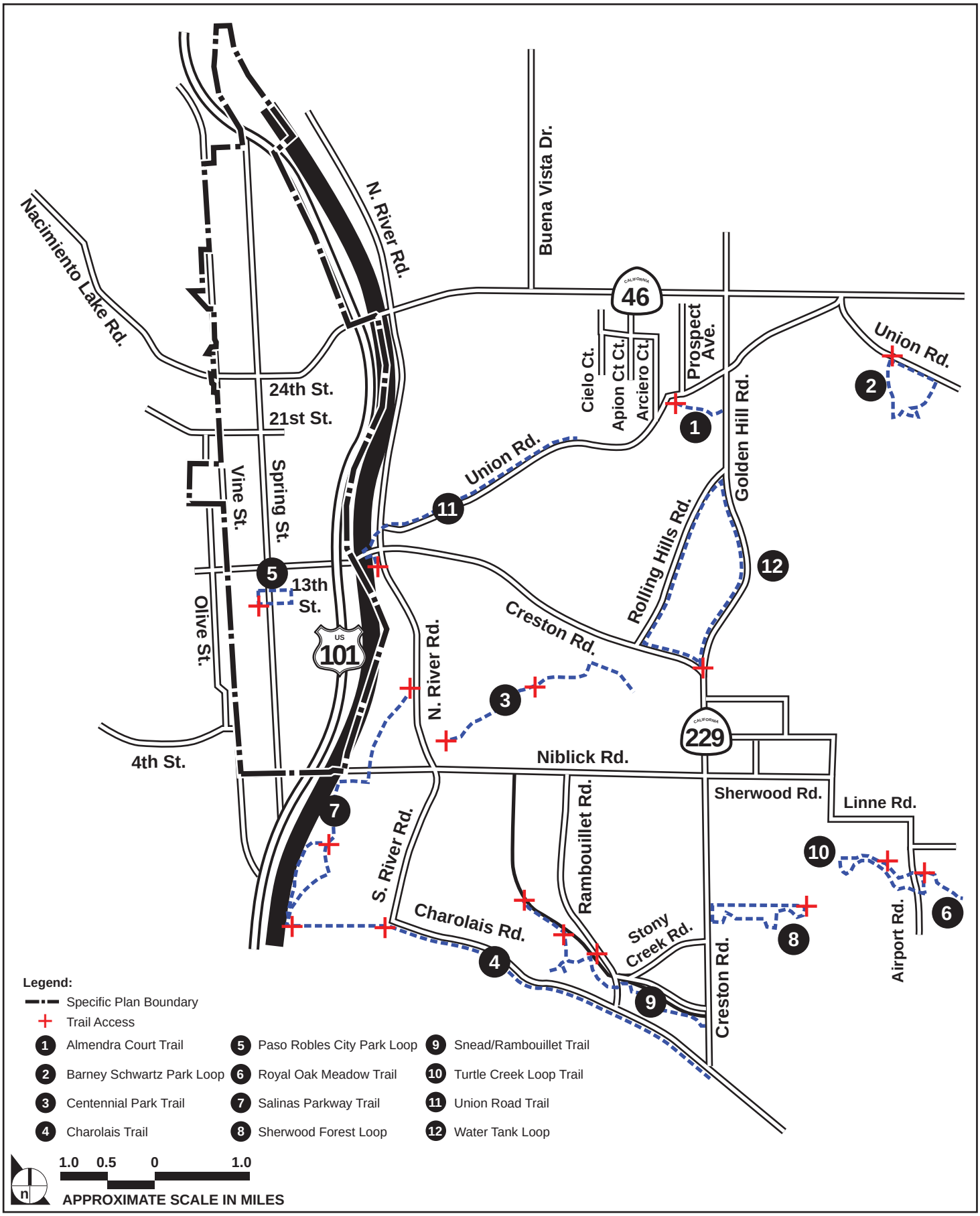
No federal regulations would apply to the proposed project.

6.15.2.2 State

Quimby Act

Cities and counties have been authorized since the passage of the Quimby Act to pass ordinances requiring that developers set aside land, donate conservation easements, or pay fees for park improvements.[2] The goal of the Quimby Act was to require developers to help mitigate the impacts of property improvements. The act gives authority for passage of land dedication ordinances only to cities and counties. Special districts must work with cities and/or counties to receive parkland dedication and/or in-lieu fees. The fees must be paid and land conveyed directly to the local public agencies that provide park and recreation services communitywide.

2 California Government Code, Quimby Act, Section 66477.

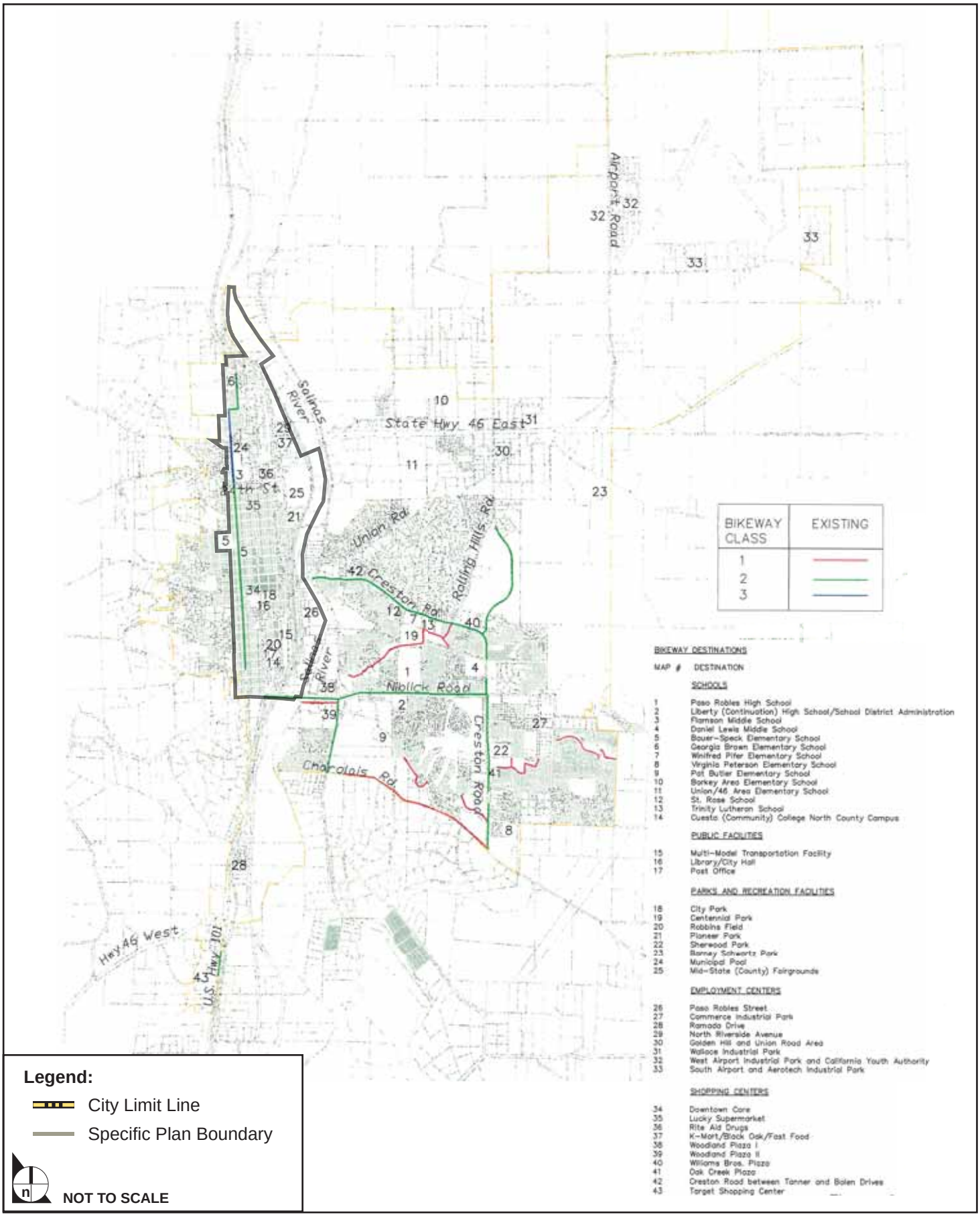


SOURCE: City of Paso Robles, Impact Sciences, Inc. – November 2009

FIGURE **6.15-2**

City of Paso Robles Trails Map

970-002•011/09

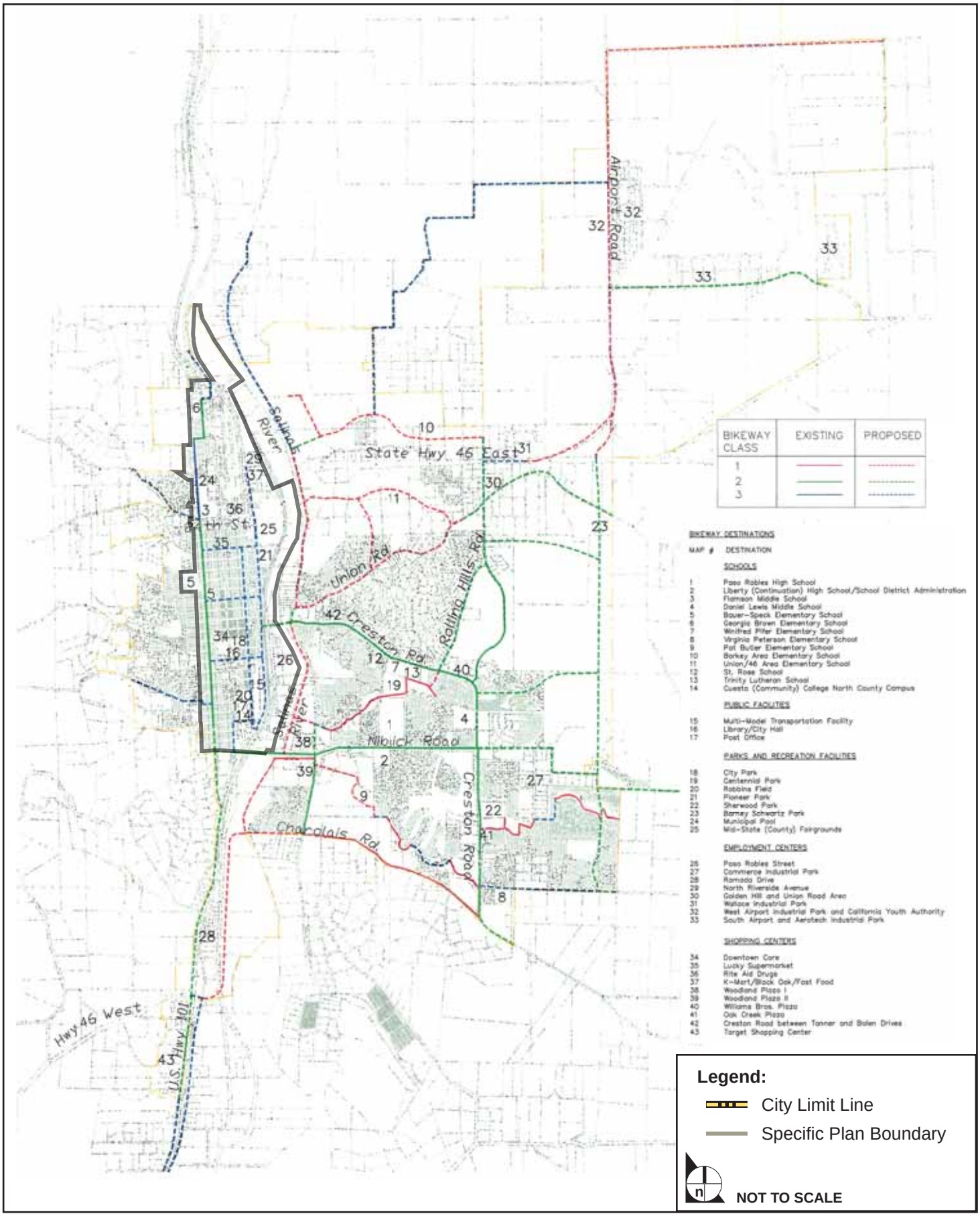


SOURCE: City of Paso Robles Bikeway Master Plan – November 2001

FIGURE **6.15-3**

City of Paso Robles Existing Bikeways

907-002•11/09



SOURCE: City of Paso Robles Bikeway Master Plan – November 2001

FIGURE **6.15-4**

City of Paso Robles Future Bikeways

907-002•11/09

In 1982, the act was substantially amended to define acceptable uses of or restrictions on Quimby funds, provide acreage/population standards and formulas for determining the exaction, and indicate that the exactions must be closely tied to a project's impacts. Local ordinances must now include definite standards for determining the proportion of the subdivision to be dedicated and the amount of the fee to be paid.

AB 2936 authorizes the use of Quimby funds for the planning of new parks and for community master plan purposes. [3]

6.15.2.3 Local

Paso Robles General Plan

The Parks and Recreation Element of the *Paso Robles General Plan* provides a standard of 7 acres of parkland per 1,000 residents, and requires specific plans to include parkland as appropriate to maintain this standard.

Municipal Code

The Paso Robles Municipal Code requires the dedication of land or payment an in-lieu fee for subdivision maps for the provision of park facilities.[4] The payment of such fees in lieu of parkland dedication may be used to mitigate impacts to park facilities that result from new development. The Municipal Code also provides requirements for the provision of public art as part of projects constructed as part of the City's capital improvement program, which includes park development.[5]

Development Impact Fees

The City Council adopted Resolution 06-188 establishing development impact fees on October 3, 2006.[6] As amended, it establishes fees for new residential impacts to fund expansions of City services necessitated by such development. The City's current development impact fees for park services are summarized in **Table 6.15-2, Paso Robles Development Impact Fees**.

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3 California Assembly Bill 2936, Quimby Act Fees and Park Plans, 2002.

4 City of Paso Robles, Municipal Code, Section 22.04.090.

5 City of Paso Robles, Municipal Code, Section 3.21.030 et seq.

6 City of Paso Robles, "Resolution No. 06.188," http://www.prcity.com/government/citycouncil/resolutions/2006/2006 CC RES 06-188.pdf.

Table 6.15-2
Paso Robles Development Impact Fees

Type of Development	Park Fee	Bike and Pedestrian Path Fee	Fee Per
Residential - Single-Family	$5,626	$539	unit
Residential - Multiple Family	$5,001	$480	unit

6.15.3 THRESHOLDS OF SIGNIFICANCE

Appendix E of the *Rules and Regulations for the Implementation of the California Environmental Quality Act (CEQA)*[7] contains the Initial Study Environmental Checklist form. Issues presented in the checklist have been used as thresholds of significance in this section. Accordingly, a project may present a significant impact if it would:

- result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for parks;
- increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated; or
- include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment

6.15.4 PROJECT IMPACTS

6.15.4.1 Proposed Specific Plan Components

Chapter 4, "Infrastructure," of the proposed *Uptown/Town Centre Specific Plan* includes a number of new public recreational facilities and improvements to existing facilities. The proposed park and recreational facilities are discussed in **Section 3.0, Project Description**, and summarized below by neighborhood.

7 City of Paso Robles, *Rules and Regulations for the Implementation of the California Environmental Quality Act*, (July 2009).

Uptown

Proposed improvements to recreational facilities in the Uptown neighborhood include:

- expanding the existing aquatics complex at 28th and Vine Streets. Possible projects include introducing classroom space, expanding and/or updating the existing pool, introducing a water slide, and adding additional parking;
- improving Georgia Brown Elementary School and Vine Street, including terracing the hillside to accommodate more soccer fields and provide bleachers for overlooking the fields below; and
- creating a destination opportunity at the Hot Springs site that includes a boardwalk over the wetland and an interpretive kiosk.

Midtown

Proposed improvements to recreational facilities in the Midtown neighborhood include:

- introducing a wide greenway along one side of Park Street to provide an attractive pedestrian and bicycle connection between Uptown and Downtown. Park Street could be designated as a portion of the historic Anza Trail, and
- introducing a park on the block surrounded by 16th Street, Vine Street, 17th Street, and Oak Street. This could be a good replacement location for the relocated Robbins Field baseball field, reformulated as a multi-use field. The placement of a field on this site is contingent upon meeting the requirements of a covenant that restricts the site's use to “educational”s uses.

Downtown

Proposed improvements to recreational facilities in the Downtown neighborhood include:

- tailoring Paso Robles City Park to better accommodate performances and events.

South of Downtown

Proposed improvements to recreational facilities in the South of Downtown neighborhood include:

- transforming Robbins Field into a civic green that is less limited in its use. A new baseball field would be located elsewhere with the specific plan area (such as the block surrounded by 16th, Vine, 17th, and Oak Streets).

Riverside Corridor

Proposed improvements to recreational facilities in the Riverside Corridor include:

- revitalizing the Paso Robles Event Center, Pioneer Park, and the Pioneer Park historical museums and organizations;
- Relocating the Pioneer Park softball field and skateboard park to elsewhere in the specific plan area. Possible locations include:
  - along Paso Robles Street adjacent to the Salinas River, and
  - between 24th and 26th Streets just west of the existing railroad tracks on properties currently occupied by self-storage facilities.
- providing a pedestrian and a bicycle path that connects the northern terminus of Riverside Avenue under the 101 Freeway to reach the Hot Springs property. This path provides a missing connection within the overall river trail system;
- introducing a natural history museum/interpretive center at the Salinas River end of the 12th Street extension, connected to the Downtown via the proposed 12th Street pedestrian bridge;
- introducing a paseo along the Salinas River, shaded by native trees and equipped with seating, forming a clearly defined edge, public walkway, and river overlook; and
- incorporating an amphitheater along the Salinas River Paseo facing the river.

Trails Improvements

Currently, there are only two pedestrian/bike trails alongside the Salinas River and their extent is limited to short stretches. The specific plan proposes extending these trails to form a continuous pedestrian/bike trail system on both the east and west sides of the river. Due to the existing conditions of the two sides of the river, the east- and west-side trails are distinct in both their alignment and their characteristics. The following characteristics will be incorporated into both trails:

- **A single 10-foot-wide main trail that accommodates both bicyclists and pedestrians**. The trail is graded and demarcated by a surface treatment and is located, at a minimum, outside of the 10-year floodway, and generally outside of the 50-year floodway. Consistent signage will provide wayfinding and "brands" the trail.
- **Spur trails that branch off of the main trail.** These trails are located within the 10-year floodway to allow users to get closer to the water and are considered temporary, as they will be impacted frequently by seasonal river flows. Permanent trails should not be located any closer to the river than the 10-year floodway boundary.

The east- and west-side trails meet at two pedestrian/bicycle bridges that span the Salinas River 100-year floodway, one at the north end of the plan area and the other at the south end. The northern bridge is located at the historic Hot Springs site. The southern bridge is located at Charolais Road and connects to an existing right-of-way that will one day connection Charolais Road to Highway 101. The two bridges allow the east- and west-side trails to form a large loop that connects to the larger trail systems of the City, county, and region.

Bikeways Improvements

The specific plan defines a bicycle and trail network that capitalizes on the City's existing interconnected street network, its existing and proposed parks and playfields, and its adjacency to the Salinas River. The proposed bikeways are shown in **Figure 6.15-5, Specific Plan Proposed Bikeways Improvements**.

Vine Street. The primary north-south bicycle thoroughfare connecting all the neighborhoods of the specific plan area is Vine Street. Vine Street provides an uninterrupted connection between Uptown and Downtown that is parallel and close to Spring Street, which, due to relatively high traffic volumes and frequent vehicular turning movements, is less than ideal as a bike route.

Riverside Avenue. A secondary north-south bicycle thoroughfare that runs the entire length of Riverside Avenue from 4th Street to 36th Street. North of 36th Street, the route turns into a pedestrian/bicycle-only path that crosses adjacent to the railroad tracks beneath Highway 101 and heads northward adjacent to the Salinas River.

Cross Town Connectors. East-west bicycle connections between Vine Street and Riverside Avenue are provided at 36th Street, 32nd Street, 21st Street, 16th Street, 10th Street, 4th Street, and 1st Street. The plan also proposes an equestrian and pedestrian underpass beneath the 101 Freeway connecting the Paso Robles Event Center to the Salinas River trail network.

Salinas River Trails. The specific plan proposes a continuous pedestrian/bike trail system on both sides of the river. The east- and west-side trails meet at proposed pedestrian/bicycle bridges that would span the Salinas River 100-year floodway. The northern bridge is located at the historic Hot Springs site. The southern bridge is located at Charolais Road, connecting to an existing right-of-way and anticipating a future planned connection between Charolais and Highway 101. The two bridges would allow the east- and west-side trails to form a loop through Paso Robles. Additional bicycle and pedestrian trails connect the riverside trails to the larger trail systems of the City, county, and region.

Improvements directly developed as part of the specific plan would create an additional 18.03 acres of parkland for the City of Paso Robles, expand the City's existing trails network, and implement portions of the City's bikeways master plan.

The *Uptown/Town Centre Specific Plan* Development Code permits the development of recreational facilities in order to provide for the need for such facilities that would be generated by future growth within the specific plan area. Hiking trails, bike paths, nature preserves, and equestrian trails would be permitted uses in areas zoned as Open Space (OS). Public parks, playgrounds, ball fields, and other recreation amenities would be permitted in the TC-1, TC-2, RC, and OS zones, and would be permitted subject to issuance of a conditional use permit in the T3-N, T3-F, T4-N, T4-F, and T4-NC zones.

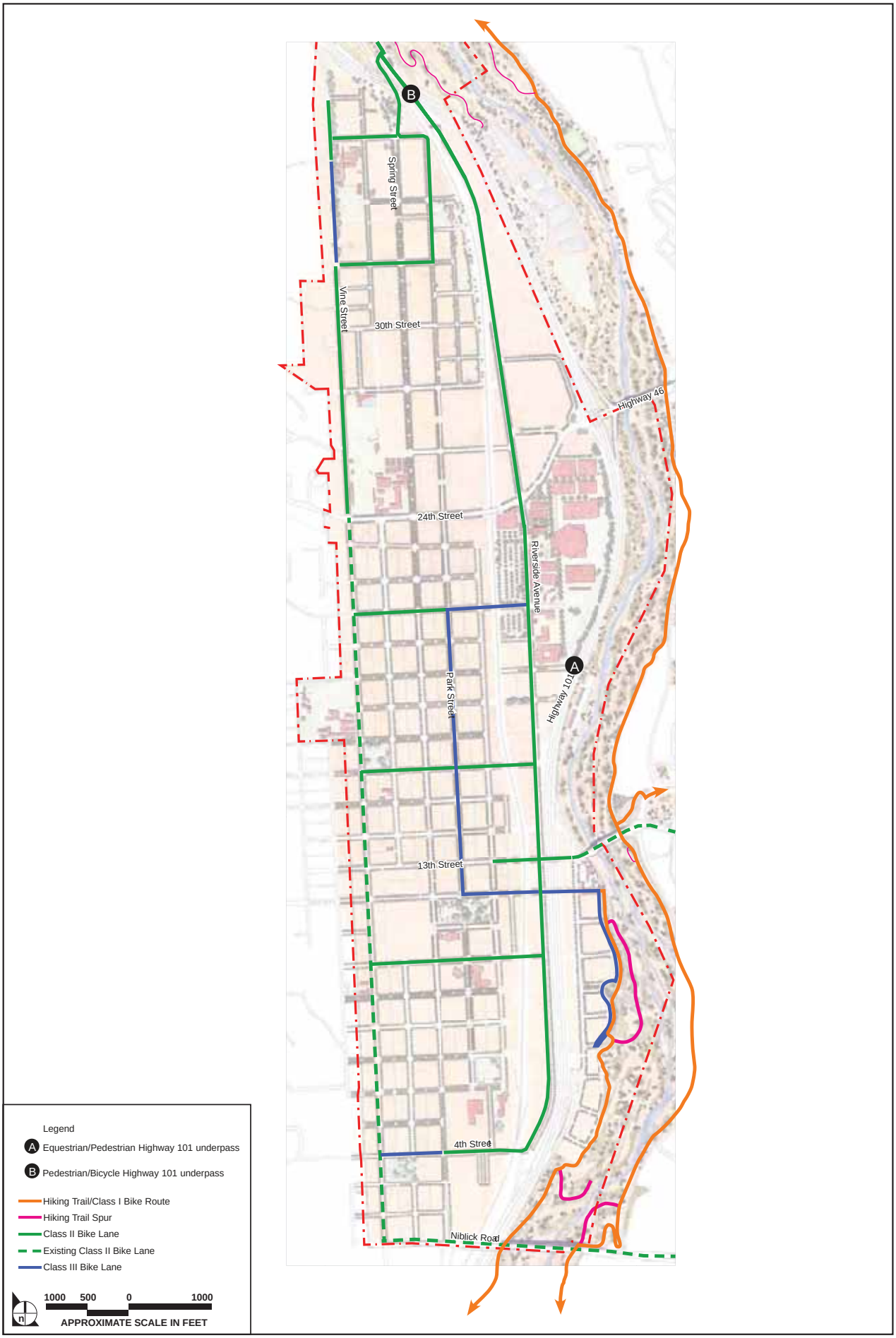
6.15.4.2 Impact Analysis

The environmental impact analysis presented in this section is based on the results of information received in response to the Notice of Preparation (NOP), and/or other review of the project by planning staff for issues that were determined to be potentially significant, or for issues identified by reviewing agencies, organizations, or individuals commenting on the NOP that made a reasonable argument that the issue was potentially significant (see **Responses to the NOP**, **Appendix 2.0**).

6.15.4.2.1: Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for parks. (Class III – Less Than Significant)

Impact Analysis

As discussed above, the City currently provides 221.3 acres of parkland, open space, trails, and recreational facilities, which, based on the DOF's estimated 2010 population of 30,072 residents, is approximately 7.4 acres of parkland per 1,000 residents. This meets the City's stated goal of 7 acres of parkland per 1,000 residents. An additional 30 acres of parks planned to be developed would increase available parkland to 251.3 acres and the parkland-to-residents ratio would improve to 8.4 acres per 1,000 residents.



SOURCE: City of Paso Robles Downtown Specific Plan – July 2009

FIGURE **6-15.5**

Specific Plan Proposed Bikeways Improvements

970-002•11/09

The proposed specific plan provides development guidelines for an area characterized by existing urban development. Under the proposed specific plan, an additional 989 residential units are forecast to be developed by 2025, which, based on the City's average household size of 2.61 residents per unit, would generate a residential population of approximately 2,581 by 2025. Development after 2025 is forecast to result in an additional 660 residential units with a projected population of 1,723 residents. The total development forecast under the specific plan would add 1,649 residential units and a population of 4,304 residents to the specific plan area. Based on these population forecasts, implementation of the specific plan would require an additional 18 acres of parkland to meet the City's standard of parkland for the projected residential population, and a further 12 acres of parkland for development after 2025. Therefore, to provide parkland for the residential population of development permitted under the specific plan, a total of 30 acres of parkland would be required.

As discussed above, the specific plan directly proposes the development of an additional 18.03 acres of parkland within the specific plan area. Under the development code provided in the specific plan, additional parkland would be permitted in the TC-1, TC-2, RC, and OS zones, and would be permitted subject to issuance of a conditional use permit in the T3-N, T3-F, T4-N, T4-F, and T4-NC zones. **Table 6.15-3, City Parkland and Service Ratios with Specific Plan Development**, shows the effect that the additional parkland and population would have on the City's ratio of parkland to residents.

Table 6.15-3
City Parkland and Service Ratios with Specific Plan Development

	Parkland (acres)*	Population	Parkland-to-Population Ratio (ac/1,000 residents)
Existing Conditions	221.30	30,072	7.4
With Project, 2025	239.33	32,653	7.3
With Project, after 2025	239.33	34,376	7.0

** Parkland includes parks, open space, trails, and recreational facilities.*

As **Table 6.15-3** shows, the City's ratio of parkland to population in 2025 would decline slightly to 7.3 acres per 1,000 residents with the addition of parkland and residents proposed under the specific plan. With further development after 2025 this ratio would decline slightly to 7.0 acres per 1,000 residents. This analysis does not include the 30 acres of planned parkland discussed previously, which would result in improved ratios for both 2025 (8.3 acres per 1,000 residents) and post-2025 (7.8 acres per 1,000 residents).

Implementation of the proposed specific plan would potentially result in a decline in the City's parkland-to-residents ratio, but available parkland within the City would continue to meet the City's parkland-to-residents standard. The specific plan provides for the development of additional parkland beyond that delineated in the specific plan. In addition to the parkland directly proposed by the specific plan, additional parkland may be developed as a permitted or conditionally permitted use throughout the specific plan area. However, as the amount of parkland that may be developed is unknown, any forecast would be speculative. Therefore, a conservative analysis assumes that no parkland beyond the 18.03 acres proposed in the specific plan would be developed.

Residential development projects occurring under the proposed specific plan would be required to pay the City's development impact fees for parks and bicycle and pedestrian paths. Such fees would be used to provide additional park and recreational resources within the City. With the payment of required fees to fund the development of additional parkland within the City, impacts would be reduced to less than significant.

Mitigation Measures

No mitigation measures are required.

Residual Impacts

Impacts would be less than significant. (Class III)

6.15.4.2.2: Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated. (Class III – Not Significant)

Impact Analysis

As discussed above, development projected to occur under the proposed specific plan would potentially reduce the amount of parkland per 1,000 residents. However, the specific plan directly proposes the development of 18.03 acres of parkland within the specific plan area, and provides for the development of additional parkland as a permitted or conditionally permitted use throughout the specific plan area. The additional population forecast to be generated by new development by 2025 under the specific plan would be a 9 percent increase over the City's 2009 population, and development after 2025 would result in a total 14 percent increase in population. The additional residents would increase the use of City parks and recreational facilities, and could potentially cause accelerated deterioration of such facilities.

The specific plan area currently contains three parks and recreational facilities: Pioneer Park, City Park, and Robbins Field. These three facilities total 15.8 acres. The additional 18.03 acres directly proposed by the specific plan would increase the parkland available in the specific plan area to 33.83 acres, which would potentially reduce the stress on parkland outside of the specific plan area as more recreational opportunities become available to residents within the specific plan area.

As discussed above, development under the specific plan would be required to contribute to the City's DIF for parks and pedestrian and bicycle paths. The fees collected by the City would be used to provide new or expanded recreational facilities throughout the City. As new facilities become available, the use of existing facilities will be reduced as park users select among a wider range of options. New development under the proposed specific plan would also generate a new property tax increment, which would be used in part for maintenance of City parks and recreational facilities, further reducing the likelihood of deterioration prior to the development of new parks. With the payment of City development impact fees, impacts would be reduced to less than significant.

Mitigation Measures

No mitigation measures are required.

Residual Impacts

Impacts would be less than significant (Class III).

6.15.4.2.3: Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment. (Class III – Not Significant)

Impact Analysis

The proposed specific plan proposes the development of 18.03 acres of parks and recreational facilities within the specific plan area, which is characterized primarily by existing urban development. New park facilities are planned for areas already developed with existing urban uses. Development of recreational facilities within the Salinas River corridor could potentially disrupt natural resources within the area by introducing a larger user population than currently accesses the corridor. The potential environmental effects of development proposed and forecast to occur under the specific plan are analyzed in this document, and mitigation measures are provided to reduce impacts to the extent feasible. Impacts related to the potential environmental effects of proposed recreational facilities would therefore be less than significant.

Mitigation Measures

No mitigation measures are required.

Residual Impacts

Impacts would be less than significant (Class III).

6.15.5 CUMULATIVE IMPACTS

6.15.5.1: Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects). (Class III – Not Significant)

Impact Analysis

The *City of Paso Robles General Plan* sets a 2025 population cap of 44,000 residents, which includes population generated by development forecast under the proposed specific plan. Should this cap be reached, a total of 308 acres of parkland would be needed to meet the City's standard of 7 acres of parkland per 1,000 residents. This would be an increase of 86.7 acres over the currently available parkland within the City.

Future development with the City of Paso Robles would be required to dedicate parkland or pay fees in lieu of such dedications, and would also pay the City's development impact fees for parks and pedestrian and bicycle paths. The fees collected would be used to purchase land and to develop new parks and recreational facilities for the use of City residents. As discussed previously, future development would also generate additional property tax increments and sales taxes within the City, which would be used in part to maintain City parks and recreational facilities. As future developments would be required to provide parkland dedications or pay fees in lieu of such dedications, and to pay development impact fees for parks and recreational facilities, impacts would be less than significant.

Mitigation Measures

No mitigation measures are required.

Residual Impacts

Impacts would be less than significant (Class III).

6.15.6 GENERAL PLAN CONSISTENCY ANALYSIS

The Parks and Recreation Element of the *Paso Robles General Plan* provides goals and policies related to the provision of parks and recreation services and facilities in the City.[8] **Table 6.15-4, Paso Robles Uptown/Town Centre Specific Plan General Plan Policy Consistency**, provides these goals and policies, along discussions of the consistency of the proposed specific plan with these policies. The proposed specific plan would be consistent with applicable goals and policies of the general plan.

Table 6.15-4
Paso Robles Uptown/Town Centre Specific Plan
General Plan Policy Consistency

Goal/Policy	Discussion	Consistent?
Parks and Recreation Element		
Goal PR-1: Optimize the use and development of parks and recreation facilities to serve the existing and projected population.		
Policy PR-1A. Park and Recreation Facilities. Strive to achieve a 7 acres per 1,000 population parkland standard.	The specific plan proposes the creation of 18.03 acres of new parkland within the specific plan area, which would increase the amount of parkland available in the City's urban core, an area in which barriers to the development of parkland are higher than in less dense outlying areas. In additional to direct development of parkland, parks and recreational facilities are a permitted or conditionally permitted use in every zone within the specific plan area. While no forecast of potential future parkland development under the specific plan is available, the specific plan provides for the development of parkland throughout the specific plan area. New development would be required to pay City development impact fees, which would be used for the development of new and expanded recreational facilities. Therefore, while the specific plan would potentially result in a slight decrease in the City's ratio of parkland to residents, the specific plan provides for additional parkland development with the specific plan area and would result in the generation of City funds for future park development.	Yes

8 City of Paso Robles, *General Plan*, "Parks and Recreation Element," (2003).

6.16 PUBLIC SERVICES – CIVIC, MUSEUM, AND OTHER PUBLIC FACILIITES

SUMMARY

The proposed Paso Robles Downtown Specific Plan / Uptown & Town Centre (Uptown/Town Centre Specific Plan) would be served by a number of existing civic, museum, and other public facilities, including the Paso Robles Library, historical museums located in Pioneer Park and City Park, and the Paso Robles Events Center. The Uptown/Town Centre Specific Plan *proposes the development of a history center in Pioneer Park to provide expanded museum facilities, and a substantial expansion of the Paso Robles Events Center, including new exhibition facilities. The Paso Robles Library plans to expand its existing facilities by approximately 10,200 square feet.*

Development forecast to occur under the proposed specific plan would result in increased demand for the services provided at civic facilities throughout the City. Based on the City's performance standard for library services, existing library facilities would be adequate to serve the projected population increase as a result of development under the specific plan, and future expansions would ensure that library facilities can accommodate long-term growth in the City.

While no performance standard is available for museums and other public facilities, the specific plan proposes substantial expansions of existing facilities, along with the development of a new performing arts center and a natural history museum. The development of these new facilities, along with expansion of existing facilities, would ensure that adequate museum and public facilities are available to serve future growth within the City. Impacts for all public facilities would therefore be not significant (Class III).

6.16.1 EXISTING CONDITIONS

Several museum, civic (including libraries), and other public facilities are located in the Uptown/Town Centre Specific Plan area. These are shown on **Figure 6.16-1, City of Paso Robles Museums and Civic Facilities.**

6.16.1.1 Libraries and Civic Facilities

Libraries

The Paso Robles City Library, located at 1000 Spring Street, is an 18,687-square-foot facility staffed by 4 librarians, 1 full-time administrative assistant, 1 full-time volunteer coordinator, and 11 part-time library assistants. Its holdings include 39,567 adult books, 18,614 children's books, 928 young adult books,

8,134 audio/visual materials, 1,988 children's audio/visual materials, 451 government documents, and 99 print subscriptions. The City Library provides free WiFi internet service and has 10 public computers, 8 of which have internet access.

The Paso Robles City Library also operates a study center, located at 3201 Spring Street, which is a 1,800-square-foot facility staffed by two part-time library assistants. This facility's holdings include 1,600 children's books, including reference materials. The study center has two computers with internet access and provides arts and crafts supplies and educational media such as puzzles and games. The locations of the main library and the study center are shown in **Figure 6.16-1**.

The City plans to expand the existing City Library by approximately 10,000 square feet. This additional space would be used to accommodate quiet study areas, additional public computers, and an expanded materials collection. No timeline is available for the completion of this expansion.

The study center is planned to be relocated to the family resource center planned adjacent to Georgia Brown Elementary School in spring or fall 2010. The new facility would add 200 square feet of floor area and would accommodate all current resources.

Civic Facilities

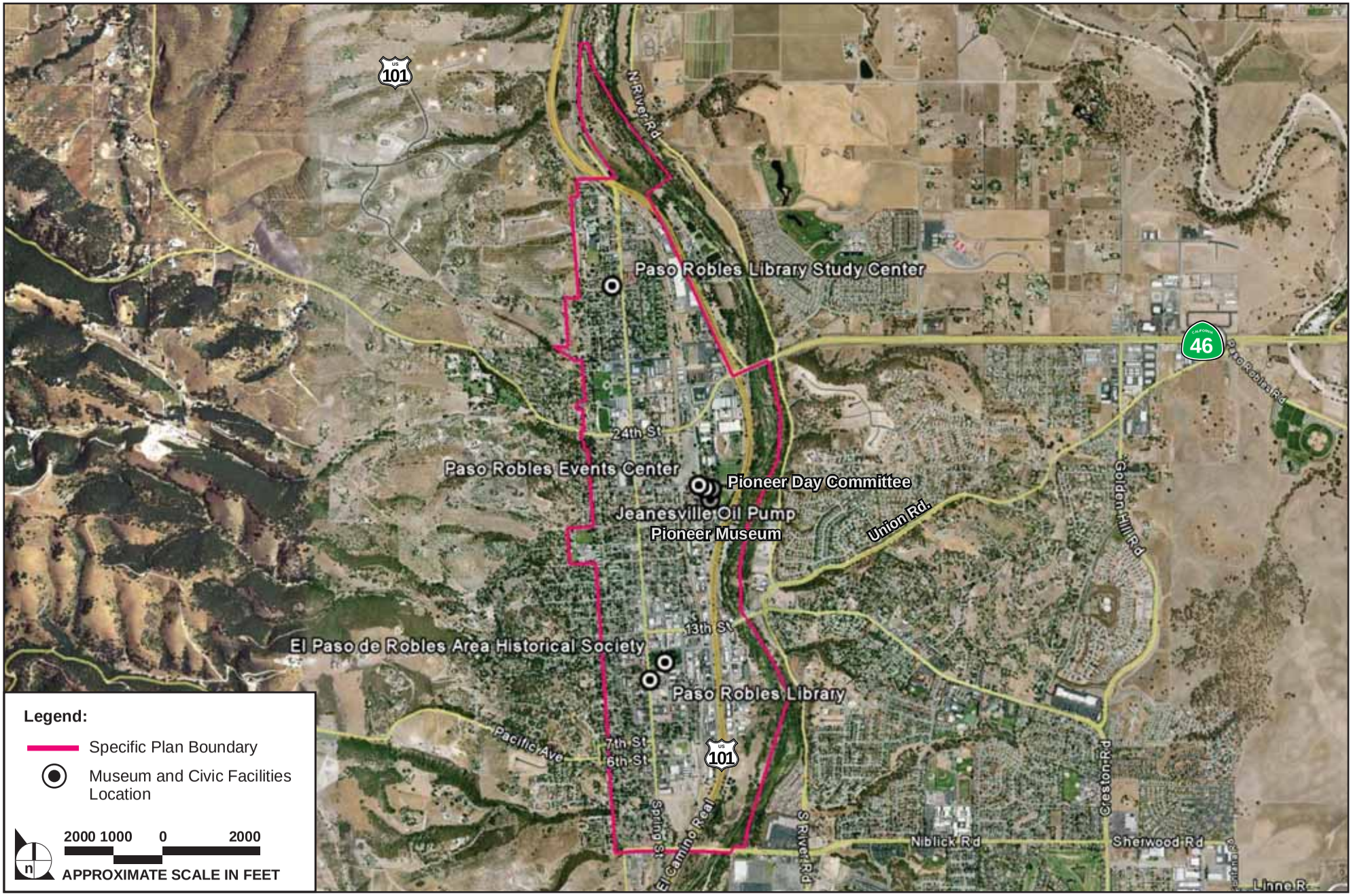
The Paso Robles Events Center hosts the California Mid-State Fair and numerous other events throughout the year, including concerts, trade shows, and wine events. Facilities include an indoor equestrian arena, exhibition buildings, and support structures. As shown in **Figure 6.16-1**, the events center is located on approximately 40 acres adjacent to Highway 101 and north of Pioneer Park.

6.16.1.2 Museums

Several local nonprofit museums and groups provide historical and interpretive information on the Paso Robles area. The locations of facilities provided by these organizations and located in the specific plan area are shown in **Figure 6.16-1**.

Pioneer Museum

The Pioneer Museum occupies a 19,255-square-foot structure located in Pioneer Park, which houses a collection containing approximately 4,300 objects related to the early history of Paso Robles. The Pioneer Museum is operated by volunteers, and is in the process of raising funds for future expansion of its facilities.



SOURCE: Google Earth, Impact Sciences, Inc. – November 2009

FIGURE **6.16-1**

City of Paso Robles Museums and Civic Facilities

970-002•11/09

Pioneer Day Committee

The Pioneer Day Committee holds a collection of nearly 100 19th and early 20th century vehicles, including farm equipment and buggies, wagons, and coaches. This collection is housed in two structures of 3,910 square feet and 9,830 square feet. The Pioneer Day Committee's collection is not generally available to the public, but is preserved for the annual Pioneer Day parade in which the vehicles are operated.

Jeanesville Oil Pump

The Jeanesville oil pump is a 76-ton oil pump that began operation in 1910 pumping oil from the San Joaquin Valley to Estero Bay. It is housed in a 2,845-square-foot structure in Pioneer Park, along with a video presentation and a small amount of interpretive materials.

El Paso de Robles Area Historical Society

The El Paso de Robles Area Historical Society's holdings consist of a large collection of historical documents, along with decorative items, including furniture, a piano, and an organ. The historical society is housed in the 4,500-square-foot Carnegie Library building located in City Park in downtown Paso Robles.

6.16.2 REGULATORY FRAMEWORK

6.16.2.1 Federal

There are no federal regulations regarding civic uses that would apply to the proposed project.

6.16.2.2 State

There are no state regulations regarding civic uses that would apply to the proposed project.

6.16.2.3 Local

Paso Robles General Plan

The Land Use Element of the *Paso Robles General Plan* sets a service standard for libraries of 0.5 square foot of library space per capita.[1] No performance standards are provided for museums or other civic uses.

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1 City of Paso Robles, *General Plan*, "Land Use Element," (2003) LU-10.

Development Impact Fees

The City Council adopted Resolution 06-188 establishing development impact fees on October 3, 2006.[2] As amended, it establishes fees for new residential impacts to fund expansions of City services necessitated by such development. The City's current development impact fees for library services are summarized in **Table 6.12-1, Paso Robles Development Impact Fees**.

Table 6.16-1
Paso Robles Development Impact Fees

Type of Development	Library Fee	Fee Per
Residential - Single-Family	$1,090	unit
Residential - Multiple Family	$971	unit

No DIF is provided for museums or other civic uses.

6.16.3 THRESHOLDS OF SIGNIFICANCE

Appendix E of the *Rules and Regulations for the Implementation of the California Environmental Quality Act (CEQA)*[3] contains the Initial Study Environmental Checklist form. Issues presented in the checklist have been used as thresholds of significance in this section. Accordingly, a project may present a significant impact if it would:

- result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for civic, museum, or other public facilities.

2 City of Paso Robles, "Resolution No. 06.188," http://www.prcity.com/government/citycouncil/resolutions/2006/2006 CC RES 06-188.pdf.

3 City of Paso Robles, *Rules and Regulations for the Implementation of the California Environmental Quality Act*, July 2009.

6.16.4 PROJECT IMPACTS

6.16.4.1 Proposed Specific Plan Components

The proposed specific plan provides goals to develop new civic facilities within the specific plan area. These are detailed in **Section 3.0, Project Description**, and summarized below by the neighborhood in which the facilities are planned or envisioned to be located.

Downtown Neighborhood

The specific plan proposes designating the northeast corner of 12th and Spring Streets across the street from City Park as a potential site for a performing arts center (alternate locations include the southwest corner of 24th Street and Riverside Avenue or within the Paso Robles Street River Overlook area). The specific plan also proposes the creation of a small plaza at the corner of 10th and Spring Streets to celebrate Paso Robles' hot springs history.

Riverside Corridor

The specific plan proposes the following improvements in the Riverside Corridor:

- Revitalize the Paso Robles Event Center, Pioneer Park, and the Pioneer Park historical museums and organizations.
- Introduce a natural history museum/interpretive center at the Salinas River end of the 12th Street pedestrian bridge.

Paso Robles Events Center Improvements

The primary goals for the future development of the Paso Robles Event Center are to enable it to better function as a flexible year-round venue with a diverse array of activities every day of the week; to create a more visible and attractive presence on Highway 101, 24th Street, and Riverside Avenue; to create a better connection with Downtown via car, bicycle, and transit; and to provide opportunities for the event center to expand. The proposed development program for the Paso Robles Event Center expansion includes the following:

- Commercial Kitchen and Small Meeting Rooms/Exhibit Halls: 15,000–20,000 square feet
- Large Exhibition Space: 75,000–100,000 square feet
- Civic Building: 50,000–65,000 square feet

Pioneer Park Improvements

Pioneer Park is still envisioned as a civic park, albeit with a different use mix. It is recommended that the softball field and skateboard park be moved elsewhere within the specific plan area—ideally, closer to residential neighborhoods. This portion of the plan is contingent upon the success of relocating the ball field and skate park. If this is done, the property to the south of the existing historical institutions would open up, allowing for the construction of a new museum complex that would provide much needed space for the three organizations to more fully exhibit their collections. This new center would allow each of the three organizations to continue providing their services to the community, with the additional benefits of certain shared and improved collections management facilities. The new center would remain conveniently located adjacent to the existing buildings and the equestrian facilities and large staging areas of the Event Center.

The proposed development program over the specific plan's 25-year planning horizon for the history center expansion includes:

- Introducing approximately 85,000–100,000 square feet of additional gallery and collection storage space.

6.16.4.2 Impact Analysis

The environmental impact analysis presented in this section is based on the results of information received in response to the Notice of Preparation (NOP), and/or other review of the project by planning staff for issues that were determined to be potentially significant, or for issues identified by reviewing agencies, organizations, or individuals commenting on the NOP that made a reasonable argument that the issue was potentially significant (see **Responses to the NOP**, **Appendix 2.0**).

6.16.4.2.1: Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for civic, museum or other public facilities. (Class III – Not Significant)

Impact Analysis

Library

As discussed above, the Paso Robles Library currently operates an 18,687-square-foot library located at 1000 Spring Street and a 1,800-square-foot study center located at 3201 Spring Street. Planned expansions of these facilities would add approximately 10,000 square feet at the main library and 200 square feet at a relocated study center. Based on existing facilities, the Paso Robles Library provides 20,487 square feet of library space. Future facility expansions would increase this to a total of 30,687 square feet.

The *Paso Robles General Plan* Land Use Element establishes a City standard for library service of 0.5 square foot per capita. Based on the California Department of Finance's 2010 population estimate for Paso Robles of 30,072 residents, approximately 15,000 square feet of library facilities would be required to meet this standard. Thus, existing facilities exceed the City's performance standard by approximately 5,500 square feet.

Development forecast under the proposed specific plan would add 989 residential units by 2025 and an additional 660 units thereafter, for a total of 1,649 residential units. Based on the City's average household size of 2.61 residents, this would generate an estimated population of 2,581 residents by 2025 and an additional 1,723 residents after 2025, for a total new population of 4,304 residents. This additional population would require 2,152 square feet of library space to meet the City's performance standard for library services.

As discussed above, the Paso Robles Library currently exceeds the City's performance standard by approximately 5,500 square feet. As development forecast under the proposed project would create the need for only 2,152 square feet of library space, the new residents projected under the proposed specific plan could be served by existing library facilities without affecting the library's ability to meet City performance standards.

Furthermore, as discussed above, new development within the specific plan area would be required to pay the City's development impact fees for library services. The fees thus collected would be used to provide additional library resources such as books, audio/visual media, and public computers.

As development forecast to occur under the proposed specific plan would not affect the Paso Robles Library's ability to meet City performance standards, impacts would be less than significant.

Museums

As discussed above, the specific plan proposes the relocation of the existing ball field and skate park at Pioneer Park and the expansion of existing museum facilities. An additional 85,000–100,000 square feet of museum space are proposed in order to more adequately house and display the collections of the three museums located in Pioneer Park: the Paso Robles Pioneer Museum, the Pioneer Day Committee facilities, and the Jeanesville Oil Pump. No improvements to the El Paso de Robles Area Historical Society's facilities in City Park are proposed under the specific plan. Improvements proposed for City Park would potentially develop a new central plaza area and formal gardens, and provide a trellis frame for the rear of the Carnegie Library, but such improvements would not affect the historical society's operations, as the historical society's operations are confined within the Carnegie Library building. Finally, the specific plan proposes to introduce a natural history museum and interpretive center at the Salinas River end of the 12th Street pedestrian bridge. The size and collection of this proposed new museum facility are not yet determined.

The City does not provide a performance standard for museums, in terms of holdings, available square footage, or staffing. While the additional population forecast to result from new development under the proposed specific plan would somewhat increase use of existing museum facilities, the substantial expansion of facilities at Pioneer Park would improve the ability of the three museums located there to serve the public, and the development of the proposed natural history museum would increase the museum facilities available to City residents and visitors. Impacts would be less than significant.

Other Public Facilities

As discussed above, the specific plan proposes expansion of the Paso Robles Event Center with new facilities, including a commercial kitchen and small meeting rooms and exhibit halls totaling 15,000-20,000 square feet, and a large exhibition space of 75,000–100,000 square feet. The specific plan also proposes designating the northeast corner of 12th and Spring Streets across the street from City Park as a potential site for a performing arts center and the creation of a small plaza at the corner of 10th and Spring Streets to celebrate Paso Robles' hot springs history.

The City does not provide a performance standard for the event center and other public facilities, in terms of available square footage or staffing. While the additional population forecast to result from new development under the proposed specific plan would somewhat increase use of existing event center facilities, the substantial expansion of facilities at the event center would improve the ability of the center to serve the public. Furthermore, the proposed development of a performing arts center near City Park in

the Downtown neighborhood would add new civic resources for the use and benefit of City residents and visitors. Impacts would be less than significant.

Mitigation Measures

No mitigation measures are required.

Residual Impacts

Impacts would be less than significant (Class III).

6.16.5 CUMULATIVE IMPACTS

6.16.5.1: Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.) (Class III – Not Significant)

Impact Analysis

Library

The *Paso Robles General Plan* sets a 2025 population cap of 44,000 residents, which, under the City's performance standard for library services of 0.5 square foot per capita, would require 22,000 square feet of library facilities in order to provide adequate service. As discussed above, existing Paso Robles Library facilities provide 20,487 square feet of library space within the City. Approximately 1,513 square feet of additional library space would therefore be required to serve the maximum 2025 population of the City.

As discussed above, the Paso Robles Library plans to expand its existing main library by 10,000 square feet and to relocate the study center to a new location that would provide an additional 200 square feet. The planned expansion of Paso Robles Library facilities by 10,200 square feet would provide at total of 30,687 square feet of library space, which would be adequate to accommodate a maximum population of 61,374 residents. This capacity far exceeds long-term population forecasts for the City. Should the planned expansions not occur, impacts would be potentially significant, but, based on existing plans for expansion, cumulative impacts to library facilities would be not significant (Class III).

Museums

As discussed above, the City does not provide a performance standard for museum facilities. Population growth forecast for the City would result in a maximum population of 44,000 residents in 2025. Such growth would increase the use of existing museum facilities. The specific plan proposes expansion of museum facilities in Pioneer Park by 85,000–100,000 square feet and the development of a new natural history museum and interpretive center at the Salinas River end of the 12th Street pedestrian bridge. Additional museum facilities proposed under the specific plan would represent a substantial expansion of existing facilities, and would help accommodate increased demand placed on museum facilities as a result of future growth. Impacts would be not significant (Class III).

Other Public Facilities

As discussed above, the City does not provide a performance standard for the event center and other public facilities. Population growth forecast for the City would result in a maximum population of 44,000 residents in 2025. Such growth would increase the use of existing public facilities. The specific plan proposes expansion of the Paso Robles Event Center with new facilities, including a commercial kitchen and small meeting rooms and exhibit halls totaling 15,000–20,000 square feet, and a large exhibition space of 75,000–100,000 square feet. The specific plan also proposes designating the northeast corner of 12th and Spring Streets across the street from City Park as a potential site for a performing arts center and the creation of a small plaza at the corner of 10th and Spring Streets to celebrate Paso Robles' hot springs history. Additional public facilities proposed under the specific plan would represent a substantial expansion of existing facilities, and would help accommodate increased demand placed on public facilities as a result of future growth. Impacts would be less than significant.

Mitigation Measures

No mitigation measures are required.

Residual Impacts

Impacts would be less than significant (Class III).

6.16.6 GENERAL PLAN CONSISTENCY ANALYSIS

The Land Use Element of the *Paso Robles General Plan* provides goals and policies related to the provision of museum, civic, and other public facilities in the City.[4] **Table 6.16-2, Paso Robles Uptown/Town**

4 City of Paso Robles, *General Plan*, "Land Use Element," (2003).

Centre Specific Plan General Plan Policy Consistency, provides these goals and policies, along with discussions of the consistency of the proposed *Uptown/Town Centre Specific Plan* with these policies. The proposed specific plan would be consistent with applicable goals and policies of the general plan.

Table 6.16-2
Paso Robles Uptown/Town Centre Specific Plan
General Plan Policy Consistency

Goal/Policy	Discussion	Consistent?
Land Use Element		
Goal LU-4: Public Services and Facilities. Maintain/improve the quality of life enjoyed by residents.		
Policy LU-4A: Service Levels. Strive to ensure that City services and facilities are maintained at current levels and/or adopted standards, and are funded as revenues become available. These standards are summarized as follows: **Library** • Maintain 0.5 square feet per capita of library facilities.	The Paso Robles Library currently provides 20,487 square feet of library space, which is adequate to serve the existing population and population growth forecast as a result of the proposed specific plan. An additional 10,200 square feet of library space are planned to be provided in the future, which would be adequate to accommodate future growth within the City. Development under the proposed specific plan would be required to pay City development impact fees for library services. The fees so collected would be used to fund additional library resources.	Yes

6.17 TRANSPORTATION AND TRAFFIC

SUMMARY

Implementation of the proposed Downtown Specific Plan / Uptown & Town Centre (Uptown/Town Centre Specific Plan) *would increase traffic as a result of increased development. Currently, within the specific plan area, most intersections and segments are anticipated to operate at acceptable levels with the additional trips from future land uses. Under the 2025 scenario, the Spring Street segment between Niblick Road and 4th Street will experience LOS F volumes until more trips that currently pass through the Downtown area utilize the Paso Robles Street, 17th Street, and 24th Street interchanges. The intersection of Riverside Avenue and 10th Street would experience a level of service (LOS) F during the PM peak hour. However, installation of a traffic signal would improve the level of service at this intersection to B in the AM peak hour and C in the PM peak hour. Under the 2035 scenario, the Riverside Avenue/10th Street intersection is expected to experience reduced level of service from LOS C to LOS E in the AM peak hour. As described above, installation of a traffic signal would improve the level of service at this intersection to B in the AM peak hour and C in the PM peak hour. This would reduce impacts traffic impacts to less than significant. Therefore, the specific plan would result in a Class II impact (Significant but Mitigable).*

The Uptown/Town Centre Specific Plan *would be consistent with the* City of El Paso de Robles General Plan *and would support the use of alternative transportation methods. In addition, the* Uptown/Town Centre Specific Plan *does not include hazardous design features. Adequate parking would be provided within the specific plan area.*

6.17.1 EXISTING CONDITIONS

6.17.1.1 Local Transportation System

The City of Paso Robles is located in northern San Luis Obispo County at the intersection of US Highway 101 and State Route 46. Since the City's incorporation in 1889, its street system has been developed over this extended period of time. In addition to US 101 and State Route 46 (SR-46) passing through the City, the Salinas River and the Union Pacific Railroad also traverse north-south through the City.

West of the US 101 lies the older part of Paso Robles, where the downtown streets form a grid pattern. Overall conditions of the local street system vary, as do the standard to which they were originally constructed. Some streets maintain only shoulders and open drainage improvements. The following provides a brief description of the major transportation corridors that provide regional access to the City of Paso Robles and the principal street circulation system within the City. **Figure 6.17-1, Existing Circulation System,** shows the existing circulation system within the City of Paso Robles.

US Highway 101

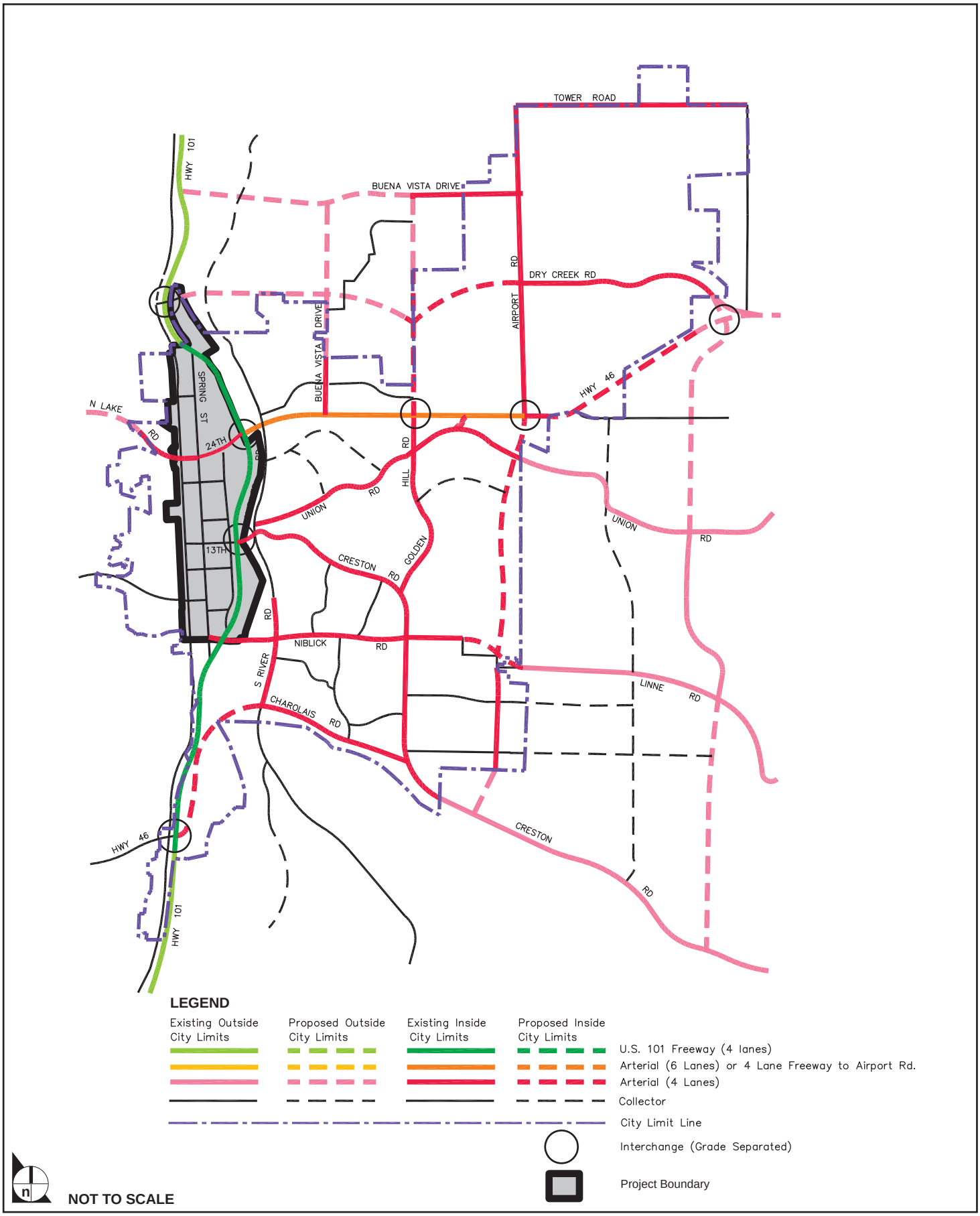
US Highway 101 is a major freeway facility that serves regional and inter-regional north-south travel within and through the City of Paso Robles. The highway has a general four-lane divided section through the City and carries on average 46,000 vehicles (average daily traffic [ADT]) as it traverses through the center of the City. The following existing exits from Highway 101 provide access to the City of Paso Robles:

- North and Southbound:
  - Spring Street (north side)
- Southbound only
  - 16th Street
  - Pine Street
- Northbound only
  - Paso Robles Street
  - Spring street (south side)

The City plans to construct a new freeway onramp at 17th Street, relocating the existing ramp at 16th Street. Concurrently, the City plans to add a new onramp to Highway 101 southbound and add a second lane to the existing onramp to Highway 101 southbound at the interchange with SR-46 East.

State Route 46

State Route 46 (SR-46) is an important regional and inter-regional travel corridor that provides east-west access within and through Paso Robles and San Luis Obispo County. East of US 101, SR-46 is an important regional connection to Interstate 5 and further east to Bakersfield and Fresno. Upwards of 21,000 ADTs currently use SR-46 just east of US 101. West of US 101, SR-46 provides access to the coast and State Route 1. This section of SR-46 currently averages about 5,000 ADTs, and is considered an important coastal connection by the City.



SOURCE: City of Paso Robles - October 2009

FIGURE **6.17-1**

Existing Circulation System

970-002•10/09

Local Street System

Within the Downtown area, Spring Street is regarded as the principal north-to-south arterial that serves as the Downtown "spine." Creston Road and Niblick Road are important corridors that serve the suburban residential and commercial development within the City and 13th Street and 24th Street are other major downtown streets that provide east-west circulation through the City. Union Road, Golden Hill Road, Charolais Road, and River Road are other important roadways within the City's planning area. **Table 6.17-1, Existing Street System** gives an explanation of the existing street system within the City's planning area.

The City of Paso Robles classifies six roadways within its planning area: arterial streets, collector streets, local streets, industrial streets, hillside streets, and rural streets. The City's historic 300-foot-by-300-foot block structure is still generally in place, although it has been compromised by the presence of the railroad tracks and Highway 101 running through the City. The block pattern and size is walkable and not only promotes easy navigation, but provides multiple ways of getting from place to place. Despite the presence of this street and block network, however, the essential components that make walking a practical, comfortable, safe, and pleasurable experience—street trees, planter strips, and sidewalks—are noticeably absent in many places throughout the specific plan area. North of 24th Street a pattern of very large blocks has effectively cut Uptown off from the Downtown area.

Uptown Streets and Block System

Uptown's street network is irregular, with many missing segments, and many missing sidewalks on the segments that are present. Pine and Park Streets run south of 24th Street and north of 28th Street. Pine Street, within the Oak Park Housing Development, is terminated by cul-de-sacs just south of 34th Street and just north of 28th Street. There are no automobile or pedestrian crossings of the railroad tracks in Uptown other than at 24th Street. Pedestrian crossings, particularly along Spring Street, are poorly marked or are not provided.

Midtown Streets and Block System

The historic street grid in these neighborhoods is substantially intact, and connects across the railroad tracks to Riverside Avenue at 16th, 21st, and 24th Streets, with access to Highway 101 in both the northbound and southbound directions at 24th Street. Pedestrian access across the 24th Street railroad bridge is nonexistent; and in many blocks throughout these neighborhoods sidewalks are missing or in need of improvement.

Table 6.17-1
Existing Street System

City Street/ Highway Type	Purpose	Ideal Design Speed	Number of travel lanes	Limits on Direct Access to Street	Notes
Arterials	Through circulation within the City and between the City and its environs.	45 mph	4 to 6	Access limited, wherever possible, to intersecting streets. On street parking should be limited.	Optimum spacing is 0.5 mile in urban areas and 1 mile in rural areas.
Collectors	Convey traffic from local streets to arterials, interneighborhood circulation.	35 mph	2 to 4	Access is limited, wherever possible, to intersecting streets. On street parking should be limited.	Optimum spacing is 0.25 mile in urban areas and 0.5 mile in rural areas.
Local Streets	Access to all residential and commercial parcels.	25 mph	2	No access limits.	None
Industrial Streets	Access to all industrial parcels.	25 mph	2	Access limits as determined by the City Engineer.	None.
Hillside Streets	Access to single family residential parcels on slopes of 15%or greater.	25 mph	2	No access limits.	None.
Rural Streets	Access to single family residential parcels that are 0.5 acre or larger in size.	25 mph	2	No access limits.	None.

Source: City of Paso de Robles General Plan 2003, Circulation Element, p. CE-26.

Downtown Streets and Block System

The simple rectilinear street grid of the Downtown area is intact, and currently connects across the railroad tracks to Riverside Avenue at 10th, 12th, and 13th Streets. Cutting through Downtown and carrying substantial volumes of through traffic, 13th Street creates a significant barrier between the portions of Downtown to its north and south.

South of Downtown Streets and Block System

Most of the South of Downtown area respects the historic street grid. The only exception is the four block Post Office block bounded by 4th, Spring, 6th, and Pine Streets. Fourth Street passes beneath the railroad tracks providing access to Riverside Avenue and the on- and off-ramps to southbound Highway 101. Other than the 4th Street railroad underpass, there are no other pedestrian or vehicular connections between South of Downtown and Riverside Avenue.

Riverside Corridor Streets and Block System

The Riverside Corridor occupies the area between Highway 101 and the railroad tracks, bounded by 1st Street to the south, the railroad tracks to the west, and Highway 101 to the east and north. Though the Riverside Corridor essentially functions as Paso Robles' front door to all visitors arriving via Highway 101 and SR-46, its current design makes it appear as more of a back door than a front door. South of the Paso Robles Event Center, the street structure is historic, rectilinear block structure. North of 24th Street the blocks are very large and irregular, with essentially no interconnected network. There is no frontage road along the full length of the freeway, so east-west streets generally dead-end at the riverside or the Freeway.

Existing ADTs and Intersection Conditions

Weekday average daily traffic (ADT) and peak-hour intersection turning-movement counts were collected in April 2008 at 9 roadway segments and 17 intersections within the specific plan study area. **Figure 6.17-2, Existing (2008) Intersection Peak Hour Traffic Counts,** illustrates the weekday peak-hour traffic volumes at the 17 intersections. **Figure 6.17-3, Existing Intersection Peak Hour and Segment Daily LOS,** illustrates the intersection peak-hour levels of service, the roadway segment ADT volumes, and the segment levels of service based upon volume-to-capacity (v/c) ratios. The figure indicates that Spring Street currently experiences poor daily operations along Spring Street between Niblick Road and 21st Street, but most of the intersections operate at acceptable levels during the peak hours.

The analysis of existing intersection traffic conditions was performed utilizing a traffic model developed for the specific plan project (TRAFFIX, version 7.8). This program utilizes the Highway Capacity Manual (HCM) method for calculating the level of service from average delay in seconds at an intersection. Level of service is a qualitative measure used to describe the condition of traffic flow, ranging from uncongested conditions at LOS A to oversaturated conditions at LOS F. The level-of-service thresholds for different types of streets are provided in **Table 6.17-2, Level of Service Criteria.**

Table 6.17-2
Level of Service Criteria

Roadway Type	Total Daily Vehicles in Both Directions (ADT)				
	LOS A	LOS B	LOS C	LOS D	LOS E
4-Lane Divided Freeway	28,000	43,200	61,600	74,400	80,000
6-Lane Divided Arterial (with left-turn lane)	32,000	38,000	43,000	49,000	54,000
4-Lane Divided Arterial (with left-turn lane)	22,000	25,000	29,000	32,500	36,000
4-Lane Undivided Arterial (no left-turn lane)	18,000	21,000	24,000	27,000	30,000
2-Lane Collector (with left-turn lane)	11,000	12,500	14,500	16,000	18,000
2-Lane Collector (no left-turn lane)	8,000	9,500	10,500	12,000	13,500

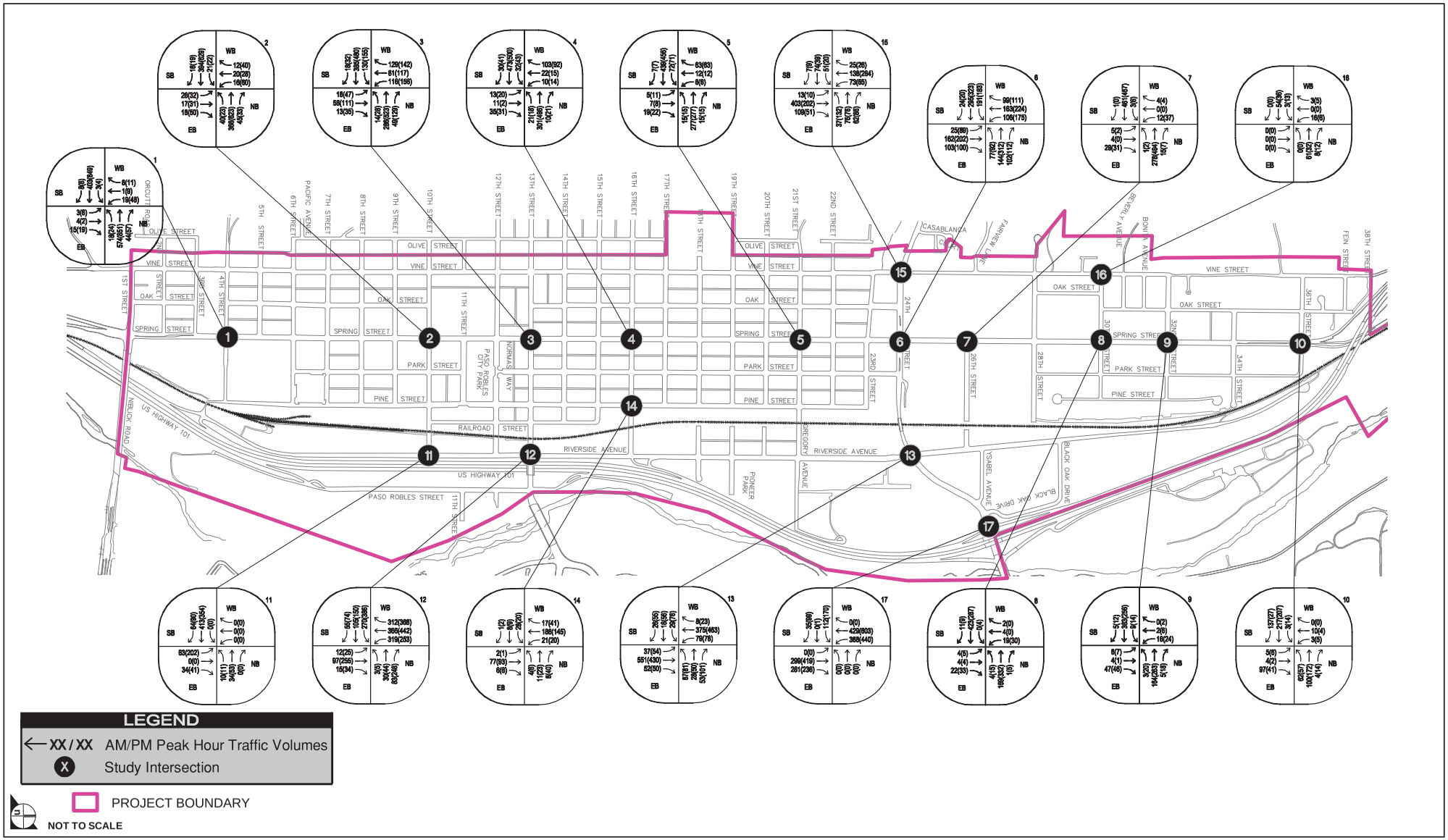
Source: Paso Robles General Plan, Circulation Element, Table CE-2.

Table 6.17-3, Existing (2008) Intersection v/c or Delay and LOS, identifies the study area intersections, the type of intersection control, and the average delay in each peak hour and the LOS at each intersection. **Table 6.17-3** and **Figure 6.17-3** indicate that the all of the study intersections operate at LOS C or better in both the AM and PM peak hours.

6.17.1.2 Local Railway Systems

The Union Pacific Railroad (UPPR) line runs through the City in a north-south direction. The rail line provides passenger and freight rail connections through the City. The City's Amtrak rail station is an unstaffed station located on Pine Street. Amtrak operates the inter-regional Coast Starlight rail service that connects Seattle, Washington, and Los Angeles, California. The UPPR rail line that runs through the City currently has five private at-grade crossings, five public at-grade crossings, one public railroad undercrossing, one private railroad overcrossing, and one public railroad undercrossing.[1] **Table 6.17-4, Existing Railroad Crossing Inventory in the City of Paso Robles,** shows the crossing numbers that are located within the City of Paso Robles, the type of railroad crossing, their location, their accident history and type of traffic control devices at each of the railroad crossings.

1 California Public Utilities Commission, *US Department of Transportation-Crossing Inventory Information*, (September 28, 2009).

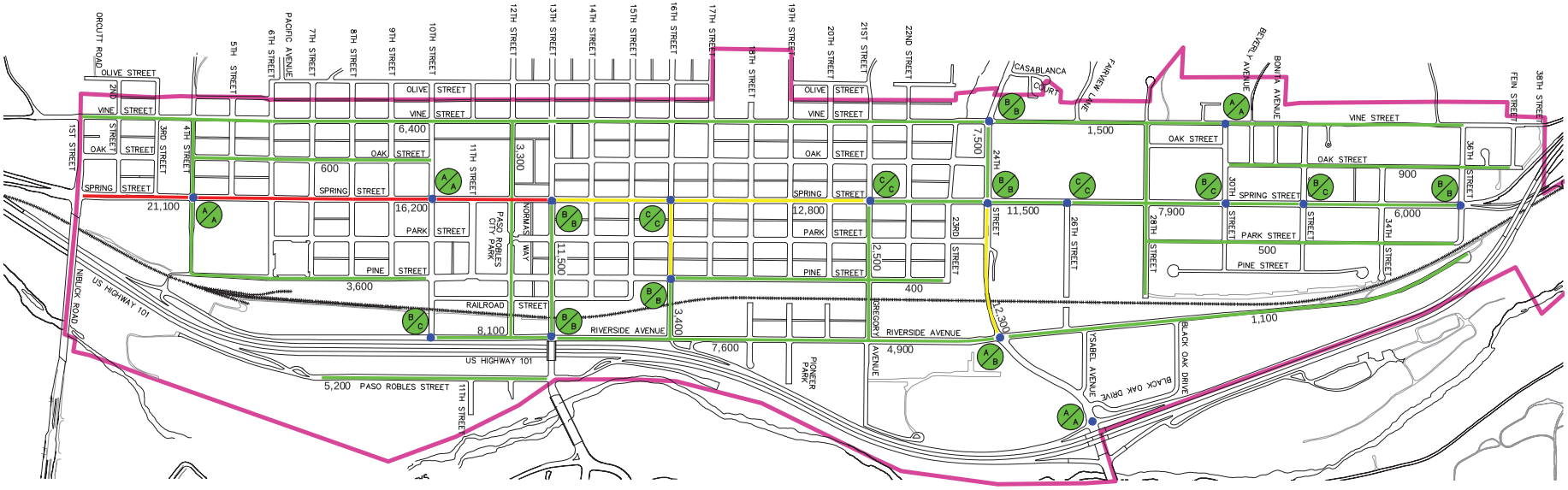


SOURCE: City of Paso Robles – May 2010

FIGURE **6.17-2**

Existing (2008) Intersection Peak Hour Traffic Counts

970-002•06/10



LEGEND

- AM/PM PEAK HOUR LEVEL OF SERVICE
- x,xxx ADT VOLUMES
- SEGMENT LOS C OR BETTER
- SEGMENT LOS D OR E
- SEGMENT LOS F
- STUDY INTERSECTION
- PROJECT BOUNDARY

NOT TO SCALE

SOURCE: City of Paso Robles – May 2010

FIGURE **6.17-3**

Existing Intersection Peak Hour and Segment Daily LOS

970-002•06/10

Table 6.17-3
Existing (2008) Intersection v/c or Delay and LOS

	Intersection	Traffic Control	AM Peak Hour Delay	AM Peak Hour LOS	PM Peak Hour Delay	PM Peak Hour LOS
1	Spring St./4th St.	Signalized	2.4	A	2.9	A
2	Spring St./10th St.	Signalized	5.3	A	7.5	A
3	Spring St./13th St.	Signalized	12.4	B	13.4	B
4	Spring St./16th St.	Two-Way Stop	17.6	C	24.2	C
5	Spring St./21st St.	Two-Way Stop	15.4	C	17.2	C
6	Spring St./24th St.	Signalized	13.9	B	14.6	B
7	Spring St./26th St.	Two-Way Stop	15.7	C	24.4	C
8	Spring St./30th St.	Two-Way Stop	14.4	B	16.5	C
9	Spring St./32nd St.	Two-Way Stop	14.5	B	15.1	C
10	Spring St./36th St.	Two-Way Stop	14.5	B	14.0	B
11	Riverside Ave./10th St.	Two-Way Stop	12.8	B	16.1	C
12	Riverside Ave./13th St.	Signalized	15.0	B	19.7	B
13	Riverside Ave./24th St.	Signalized	8.2	A	11.4	B
14	Pine St./16th St.	Two-Way Stop	11.2	B	11.0	B
15	Vine St./24th St.	Signalized	11.8	B	14.1	B
16	Vine St./30th St.	Two-Way Stop	9.1	A	8.8	A
17	US 101 S/24th St.	Signalized	5.5	A	7.4	A

Source: Kimley-Horn and Associates, Inc., Paso Robles Specific Plan – Traffic Analysis for DEIR, September 30, 2009 (Appendix 6.17).

As described in **Table 6.17-4,** there have been two railroad crossings where accidents have occurred within the City. These railway crossings include railroad crossing number 752064M and 752063F. The following briefly describes the accidents that occurred at each of these railroad crossings within the City of Paso Robles.

Table 6.17-4
Existing Railroad Crossing Inventory in the City of Paso Robles

Crossing Number	Crossing Type	Location	Accident History	Traffic Control Devices
752064M	Public At-Grade	13th Street	4 recorded accidents	Advanced Warning Devices, Pavement Markings consisting of Stop Lines and RR Xing Symbols, 2 gates, 2 mast-mounted flashers, track equipped with train signals, 2 bells, Constant Warning Time type of train detection, Simultaneous Preemption traffic light interconnection/preemption
752066B	Public At-Grade	21st Street	0 recorded accidents	1 crossbucks, Advanced Warning Devices, Pavement Markings consisting of Stop Lines and RR Xing Symbols, track equipped with train signals, 1 wigwag, 1 bells, DC/AFO type of train detection
752065U	Public At-Grade	16th Street	0 recorded accidents	Advanced Warning, Pavement Markings Stop Lines and RR Xing Symbols, 2 gates, 2 mast-mounted flashers, track equipped with train signals, 2 bells, Constant Warning Time type of train detection.
752063F	Public At-Grade	12th Street	6 recorded accidents	2 crossbucks, Advanced Warning, Pavement Markings Stop Lines and RR Xing Symbols, 2 gates. 2 mast-mounted flashers, 1 cantilevered flasher, track equipped with train signals, 6 total number of flasher pairs, 2 bells, DC/AFO type of train detection.
752062Y	Public At-Grade	10th Street	0 recorded accidents	Advanced Warning, Pavement Markings Stop Lines and RR Xing Symbols, 2 gates, 2 mast-mounted flashers, Track Equipped with Train Signals, 2 bells, constant warning time train detection.

Crossing Number	Crossing Type	Location	Accident History	Traffic Control Devices
752058J	Private At-Grade	N/A	0 recorded accidents	None
752059R	Private At-Grade	N/A	0 recorded accidents	None
752072E	Private At-Grade	N/A	0 recorded accidents	None
752056V	Private At-Grade	N/A	0 recorded accidents	None
752061S	Private At-Grade	N/A	0 recorded accidents	None
752067H	Public RR Undercrossing	24th St.	0 recorded accidents	None
752070R	Private RR Overcrossing	N/A	0 recorded accidents	None
752057C	Public RR Overcrossing	Pine St.	0 recorded accidents	None

Source: California Public Utilities Commission, US Department of Transportation-Crossing Inventory Information, September 28, 2009.

Railroad Crossing 752064M

Railroad Crossing No. 752064M is located at 13th street in the City of Paso Robles and is a public at-grade crossing. The railroad crossing includes safety features to reduce the possibility of accidents occurring at this crossing, including an advanced warning system, pavement markings that include stop lines and "RR Xing" symbols, two train-activated gates, two train-activated mast-mounted flashers, track that is equipped with train signals, and two train-activated bells. Furthermore, this crossing also uses a Constant Warning Time train-detection system, and a Simultaneous Preemption traffic light system. Since 1982, there have been a total of five highway-rail grade crossing accident/incident reports that have been filed to the Department of Transportation Federal Railroad Administration. The first incident occurred on October 30, 1982, and involved an automobile moving over the crossing then being struck by a freight train with six cars and two locomotive engines. Neither the driver of the vehicle nor the people on the train were injured. An estimated $2,000 in damage occurred to the vehicle that was struck by the train.[2] The second incident occurred on September 8, 1992, and involved an automobile that was stalled on the railroad crossing. The vehicle was struck by a passenger train with 10 cars and 2 locomotive engines. The driver of the vehicle was injured and no one on the train was injured. An estimated $3,000 worth of

2 US Department of Transportation Federal Railroad Administration, Highway-Rail Grade Crossing Accident/Incident Report, RR Accident/Incident No. 103082A.

damage occurred to the vehicle that was struck by the train.[3] The third incident occurred on April 24, 1997, and involved an automobile that was traveling over the railway crossing. The vehicle was struck by a freight train that was carrying 2 cars and had 2 locomotive engines. The driver of the vehicle was killed in this incident, and no injuries occurred to the people that were on the train. An estimated $5,000 worth of damage occurred to the vehicle that was struck by the train.[4] The fourth incident occurred on January 13, 2009, and involved an 81-year-old pedestrian that was struck by a passenger train that was carrying 183 people on 12 cars and 2 locomotive engines. There were no injuries to any of the passengers or crew members on the train; however, the pedestrian that was struck by the train was killed.[5]

Railroad Crossing 752063F

Railroad Crossing No. 752063F is located at 12th Street in the City of Paso Robles and is a public at-grade crossing. The railroad crossing includes safety features to reduce the possibility of accidents occurring at the crossing, including two crossbucks, and advanced warning system, pavement markings that include stop lines and "RR Xing" symbols, two train-activated gates, two train-activated mast-mounted flashers, one train-activated cantilevered flasher, track that is equipped with train signals, six pairs of train-activated flashers, two train-activated bells, and a DC/AFO train-detection system. Since 1975, there have been a total of five highway-rail grade crossing accident/incident reports that have been filed with the Department of Transportation Federal Railroad Administration.

The first incident occurred on November 11, 1975, and involved an automobile that was moving over the railway crossing and was struck by a freight train. The freight train was carrying eight cars and two locomotive engines. Neither the occupant of the vehicle nor the occupants of the train were injured or killed, and an estimated $1,000 of damage occurred to the vehicle that was struck.[6] The second accident occurred on December 12, 1981, and involved an automobile that was stalled on the railway crossing that was struck by a freight train. The freight train was carrying 85 cars and had 3 locomotive engines. Neither the occupant of the vehicle nor the occupants of the train were injured or killed, and an estimated $1,500 of damage occurred to the vehicle that was struck.[7] The third accident occurred on October 10, 1984, and

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3 US Department of Transportation Federal Railroad Administration, Highway-Rail Grade Crossing Accident/Incident Report, RR Accident/Incident No. A3222.

4 US Department of Transportation Federal Railroad Administration, Highway-Rail Grade Crossing Accident/Incident Report, RR Accident/Incident No. 0497RS018.

5 US Department of Transportation Federal Railroad Administration, Highway-Rail Grade Crossing Accident/Incident Report, RR Accident/Incident No. 110774.

6 US Department of Transportation Federal Railroad Administration, Highway-Rail Grade Crossing Accident/Incident Report, RR Accident/Incident No. 37625.

7 US Department of Transportation Federal Railroad Administration, Highway-Rail Grade Crossing Accident/Incident Report, RR Accident/Incident No. 98251.

involved an automobile that was stopped on the railway crossing and that was struck by a passenger train. The passenger train was carrying 12 cars and had 3 locomotive engines. Neither the occupant of the vehicle nor the passengers on the train were injured, and an estimated $1,000 in damage was done to the vehicle being struck by the passenger train. [8] The fourth accident occurred on May 9, 1987, and involved an automobile that was struck by a freight train as the vehicle was moving over the railway crossing. The freight train was carrying 38 cars and 4 locomotive engines. The occupant of the vehicle was killed and one person on the freight train was injured. An estimated $3,000 in damage occurred to the vehicle that was hit by the freight train.[9] The fifth accident occurred on September 26, 2007 and involved a pickup truck that was struck by a passenger train while the pickup truck was stopped on the railway crossing. The passenger train was carrying 196 persons on 11 cars and 2 locomotive engines. Neither the driver of the vehicle nor anyone on the train were killed or injured, and an estimated $5,000 in damage was done to the pickup truck from the accident with the passenger train.[10]

6.17.1.3 Public Transit Service

The City's public transit system includes two types of services: fixed-route (Paso Robles City Area Transit Service [PRCATS]) and demand response (Paso Robles Dial-a-Ride [DAR]). Regional intercommunity transit is also available.

The fixed-route system operates two lines (Routes A and B) offering bidirectional service along an established loop throughout the City. Service operates on 60-minute headways from 7:00 AM to 6:00 PM, Monday through Saturday. Route A travels in a clockwise direction, extending from the community's northwest corner (34th Street) to the southwest corner (Commerce Way and Scott Street intersection). Route B travels along the same along the same path in a counterclockwise direction.

The demand-response service provides curb-to-curb within City limits. This service operated Monday through Friday, 7:00 AM to 8:00 PM. In addition to providing curb-to-curb service, the demand-response service offers up to three deviated fixed-route trips. This on-demand service links central Paso Robles with the Twin Cities Medical Center in the neighboring city of Templeton.

The Central Coast Area Transit (CCAT) and Runabout represent two additional regional public transit programs available in Paso Robles, that are both administered by the San Luis Obispo Regional Transit

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8 US Department of Transportation Federal Railroad Administration, Highway-Rail Grade Crossing Accident/Incident Report, RR Accident/Incident No. 101084A.

9 US Department of Transportation Federal Railroad Administration, Highway-Rail Grade Crossing Accident/Incident Report, RR Accident/Incident No. 78847.

10 US Department of Transportation Federal Railroad Administration, Highway-Rail Grade Crossing Accident/Incident Report, RR Accident/Incident No. 105727.

Authority (SLORTA). CCAT is a regional fixed-route service linking Paso Robles with other communities throughout San Luis Obispo County. Runabout is a regional demand-response service primarily intended to serve the Americans with Disabilities Act– (ADA) certified persons.

Inter-regional public transit through the City is provided by Greyhound bus lines. The Greyhound bus station is located on Pine Street. Greyhound's pacific coastal route line traverses the City, and provides connection to the San Francisco Bay Area to the north and the Los Angeles urban basin to the south. At least four scheduled Greyhound bus arrival/departures are available on a daily basis at the Greyhound bus station.

6.17.1.4 Air Travel

The City of Paso Robles Municipal Airport is located in the northeastern portion of the City, north of SR-46 East and outside the specific plan area.

6.17.1.5 Bicycle/Pedestrian Travel

Bicycle and pedestrian travel represent the non-motorized modes of transportation within the City of Paso Robles. The City's existing bikeways are a system of Class I bike paths, Class II bike lanes on major streets, and sporadic signage of Class III bike routes. The City has recently adopted the Paso Robles Bikeway Plan, which outlines and plans the completion of the City's future bicycle circulation system to serve the City in the future.

Bicycle activity within the City is oriented primarily to and from major activity centers, including parks, schools, recreation facilities, employment centers, and shopping centers. The existing bikeway circulation system in the City is limited and disjointed, and is proposed to be upgraded and expanded in the future to cover the full extent of the City.

Most pedestrian activity occurs within the Downtown portions of the City, where development densities are the highest. The City desires to encourage and promote a pedestrian friendly Downtown environment in the future, specifically in the Uptown/Town Centre area. Currently the City maintains a standard for 10-foot-wide commercial sidewalks and 5-foot-wide residential sidewalks.

6.17.2 REGULATORY FRAMEWORK

6.17.2.1 Local

General Plan

The City of Paso Robles regulates traffic and circulation through the implementation of adopted policies and programs within the *City of El Paso de Robles General Plan*, which prescribes goals, policies and action items to regulate traffic within the City. The Circulation Element[11] contains policy statements that serve as a framework for evaluating proposed projects in regard to their potential to effect proposed development within the City. Development in the City would be reviewed for consistency with these policies.

Municipal Code

The City's Municipal Code[12] contains regulations regarding the design, maintenance and operation of the City's circulation system. These regulations are provided under Title 11 (Streets and Sidewalks), Title 12 (Vehicles and Traffic), and Title 13 (Airports). Development within the specific plan area would be required to conform to the regulations provided in these sections. Parking requirements within the City are defined in the City's Municipal Code.[13]

Downtown Parking Management Plan

On March 25, 2008, the City Council and Planning Commission adopted the most recent Parking Management Plan for the downtown area of the City. [14] The plan would implement a pay-for-parking strategy designed to create optimal turnover of prime commercial spaces, offset enforcement costs, and provide funding for future downtown and parking improvements. The implementation of the Parking Management Plan was expected to occur upon completion of the Uptown/Town Centre Specific Plan.[15]

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11 Rincon Consultants, Inc., *City of Paso De Robles General Plan*, "Circulation Element," (2003).

12 City of Paso Robles, Municipal Code, Titles 11, 12, and 13.

13 City of Paso Robles, Municipal Code, Titles 21, Chapter 21.22.

14 Parking Design Group, *Parking Management Plan, El Paso de Robles, CA*, (2008) http://www.prcity.com/government/pdf/ParkingManagementPlan.pdf.

15 City of Paso Robles, "Joint Planning Commission/City Council Minutes, March 25, 2008," http://www.prcity.com/government/citycouncil/minutes/2005-2009/2008%20CC%20MIN%2003-25.pdf.,

6.17.3 THRESHOLDS OF SIGNIFICANCE

Appendix E of the *Rules and Regulations for the Implementation of the California Environmental Quality Act (CEQA)*[16] contains the Initial Study Environmental Checklist form. Issues presented in the checklist have been used as thresholds of significance in this section. Accordingly, a project may present a significant impact if it would

- cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections);
- exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways;
- substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment);
- result in inadequate emergency access;
- result in inadequate parking capacity; or
- conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks).

6.17.4 PROJECT IMPACTS

6.17.4.1 Proposed Specific Plan Components

Creating Improved Streets

The proposed transportation standards to be implemented with the specific plan would accommodate the diverse needs of all transportation modes—including pedestrians, bicyclists, transit and motor vehicles—while intending to create beautiful and livable public spaces. Well-designed streets would play a crucial role in the development of livable communities by encouraging pedestrian trips in lieu of certain automobile trips, which in turn will make local transit service a very attractive option for other trips. The neighborhood centers designated in the proposed project would provide dignified locations for future major transit stops, while the design of the streets and pathway system would support comfortable walking and bicycling to future transit stops.

Streets typically account for 80 percent of a community's public space, and they act not only as transportation conduits, but also for spaces for strolling, shopping, eating, recreation, and interaction

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16 City of Paso Robles, *Rules and Regulations for the Implementation of the California Environmental Quality Act*, (July 2009).

among neighbors. The standards provided with implementation of the proposed project would foster many benefits, including a higher quality of urban life, fewer and shorter vehicle trips, greater personal safety, and enhanced predictability and property value for owners, developers, and businesses. The street standards incorporate the following key principles:

- **Build for everyone.** Not just for motor vehicles, but also for bicyclists, pedestrians, children, the elderly, and emergency responders. The best streets for residents—ones that are enjoyable for people to live along, are conductive to neighborly interaction, and that the elderly feel safe crossing—are ones that encourage low vehicular speeds, low noise, and low traffic volumes. In turn, reshaded, pedestrian-friendly streets lead to higher levels of bicycling and walking.

- **Choose the right design speed.** The design speed of a street (the maximum speed at which a motorists feels safe and comfortable traveling) is directly related to pedestrian safety. Accordingly, minor low-volume residential streets will be consciously designed to maintain speeds of 20 mph, while the higher-order streets will purposefully be designed to speeds of 30 to 35 mph. By far the most effective technique in reducing speeds is to make the pavement no wider on the streets than is necessary.

- **Creating a highly connected street network.** Traditional neighborhoods, with a highly connected street network, will provide a multitude of direct routes from one area to the next. For cyclists and pedestrians, this creates shorter routes on quieter, more intimately scaled streets. For drivers, this translates to shorter trips on local routes at lower speeds, which reduces congestion on arterial routes.

All the streets would be designed to facilitate pedestrian and bicycle movements, incorporate appropriate landscape elements, and provide for appropriate vehicular function.

Parking

Future development activity within the specific plan area will guide how, when, and where additional parking is supplied and managed. **Table 6.17-5, Minimum Parking Requirements,** shows the minimum parking requirements as proposed by the specific plan.

Table 6.17-5
Minimum Parking Requirements

Use Type	Parking Spaces
Residential	
Carriage House <600 sf	1.0/unit
Studio	1.0/unit
1 Bedroom	1.0/unit
2+ Bedroom	1.0/unit
Live-work	2.0/unit
Non-Residential	
<3,000 sf	0
>3,000 sf	1.0/each 400 sf over 3,000 sf

Note:
sf = square feet
Source: Specific Plan, Chapter 5, p. 5:17-5:24

All parking for commercial, office, or civic uses is to be strategically dispersed in a way that maximizes its use, throughout the day and evening, allowing it to be shared by a variety of businesses and uses through a combination of public off-street and on-street parking. This approach to non-residential parking results in significant savings in daily trips and required parking spaces, for two reasons:

- Spaces are efficiently shared between uses with differing peak hours, peak days, and peak seasons of parking demand (such as office, restaurant, retail, and entertainment uses), lowering the total space needed.
- Parking supply is sized to meet average parking loads instead of the worst-case parking ratios needed for isolated buildings because the common supply allows shops and offices with above average demand to be balanced by shops and offices that have below-average demand or are temporarily vacant.

The specific plan provides guidance regarding financing for the development of parking facilities. New commercial development that creates parking impacts has the option of paying an in-lieu fee as a substitute for providing on-site parking. Revenue generated by the in-lieu fee program can be used to fund the construction of parking facilities as well as maintenance and operations.

Transit

A transit loop is proposed to connect Downtown, the Amtrak station, Uptown, the Paso Robles Event Center, the Pioneer Park historical institutions, and the various neighborhoods within the plan area. Running the entire length of Spring Street, the route would enable pedestrians to easily move throughout the plan area without an automobile, while supporting the viability of the park-once strategy. In addition, the transit system would provide a useful connection between Downtown and the various motels along Spring Street and Riverside Avenue. The system would also allow Downtown visitors to park peripherally at locations such as the Paso Robles Event Center parking lot, helping to reduce the Downtown parking demand.

The transit system should be viewed not so much as a "travel mode," but as a "pedestrian assist." If the bus comes by frequently (10 minutes or less, ideally) riders would use the system routinely and without planning a "trip." When pedestrians are tired of walking, they can hop onto the bus and when they see something interesting they can get off and look around. Such a transit system would help to keep visitors, as well as residents, out of their cars, which is vital to the creation of a true urban neighborhood lifestyle. Once people get back in their cars, they can just as well go shopping in the auto-oriented shopping centers, but as long as they are happy on foot or on the bus, a much higher amount of their time and discretionary spending will stay in the plan area, particularly Downtown.

6.17.4.2 Impact Analysis

The environmental impact analysis presented in this section is based on the results of information received in response to the Notice of Preparation (NOP), and/or other review of the project by planning staff for issues that were determined to be potentially significant, or for issues identified by reviewing agencies, organizations, or individuals commenting on the NOP that made a reasonable argument that the issue was potentially significant (see **Responses to the NOP**, **Appendix 2.0**).

6.17.4.2.1: Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections). (Class II – Significant but Mitigable)

Impact Analysis

Two future traffic operations scenarios were analyzed for the specific plan. The first scenario considered the proposed specific plan land uses, projected for the year 2025. The second scenario considered the City's general plan buildout, projected for the year 2035.[17]

Trip generation for the specific plan land uses was calculated based upon Institute of Transportation Engineers' manual *Trip Generation*, 8th Edition (2008). The total number of trips anticipated from all of the combined land uses was reduced. The first reduction considered the mixed-use nature and adjacency of the land uses. An additional reduction was applied based on the specific plan objectives to increase the number and percentage of walk, bike, and transit trips in the future. The trip generation reductions varied by land use and location within the Downtown and Uptown specific plan areas. The net new number of daily vehicle trips expected by 2025 is approximately 15,700. Approximately 10,000 more daily vehicle trips (25,600 total) are anticipated between 2025 and 2035—representing the general plan buildout.

The future net trips were distributed and assigned to the study area network of roadways and intersections. The distribution and assignment included assumptions such as diversion of some trips from Spring Street to Riverside Avenue, trips on new roadway segments that do not currently exist, and planned roadway and intersection improvements as identified in the specific plan.[18] Future (2025) peak-hour intersection operating conditions were defined by calculating the total peak-hour approach volumes at each intersection, and dividing the number of trips by the peak-hour approach capacity. The peak hour was assumed to represent 10 percent of the daily trips at each intersection approach.

Table 6.17-6, Existing (2008), Year 2025 and Year 2035 - Intersection LOS, summarizes the existing, future year 2025, and future year 2035 intersection level of service. **Figure 6.17-4, 2025 Intersection Peak Hour and Segment Daily LOS,** illustrates the intersection and segment LOS and ADT volumes for the year 2025. Most intersections and segments are anticipated to operate at acceptable levels with the additional trips from future land uses. Segments of Spring Street are expected to operate as well as or better than existing levels due to trip diversions. Acceptable levels of congestion during peak hours are anticipated within what will be a more densely developed Downtown area. The Spring Street segment between Niblick Road and 4th Street will experience LOS F volumes until a new connection is constructed to divert trips to Riverside Avenue and Vine Street, or until more trips entering the Downtown area utilize the Paso Robles Street and 24th Street interchanges. The intersection of Riverside Avenue and 10th Street would experience LOS F during the PM peak hour and LOS E during the AM peak hour in 2035. The intersection of Riverside Avenue and 13th Street would experience LOS E during the PM peak

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17 Kimley-Horn and Associates, Inc., *Paso Robles Specific Plan – Traffic Analysis for DEIR*, (September 30, 2009). See **Appendix 6.17.**

18 *Paso Robles Downtown Specific Plan / Uptown & Town Center*, Chapter 4, p. 4:1.

hour. These intersections would operate below the City's threshold of LOS D and would therefore be considered a significant impact.

Table 6.17-6
Existing (2008), Year 2025 and Year 2035 - Intersection LOS

	Intersection	Traffic Control	Existing (2008) AM	Existing (2008) PM	Year 2025 AM	Year 2025 PM	Year 2035 AM	Year 2035 PM
1	Spring St./4th St.	Signalized	A	A	A	A	A	A
2	Spring St./10th St.	Signalized	A	A	A	A	A	A
3	Spring St./13th St.	Signalized	B	B	B	B	B	B
4	Spring St./16th St.	Two-Way Stop	C	C	C	D	C	D
5	Spring St./21st St.	Two-Way Stop	C	C	C	C	C	C
6	Spring St./24th St.	Signalized	B	B	B	B	B	B
7	Spring St./26th St.	Two-Way Stop	C	C	C	D	C	D
8	Spring St./30th St.	Two-Way Stop	B	C	C	C	C	C
9	Spring St./32nd St.	Two-Way Stop	B	C	C	C	C	C
10	Spring St./36th St.	Two-Way Stop	B	B	C	C	C	C
11	Riverside Ave./10th St.	Two-Way Stop	B	C	C	**F**	**E**	**F**
12	Riverside Ave./13th St.	Signalized	B	B	C	**E**	C	**E**
13	Riverside Ave./24th St.	Signalized	A	B	B	B	B	B
14	Pine St./16th St.	Two-Way Stop	B	B	B	B	B	B
15	Vine St./24th St.	Signalized	B	B	B	B	B	B
16	Vine St./30th St.	Two-Way Stop	A	A	A	A	A	A
17	US 101 S/24th St.	Signalized	A	A	A	A	A	A

Source: Kimley-Horn and Associates, Inc., Paso Robles Specific Plan – Traffic Analysis for DEIR, September 30, 2009 (Appendix 6.17).

Figure 6.17-5, 2035 Intersection Peak Hour and Segment Daily LOS, illustrates the intersection and segment LOS and ADT volumes for the year 2035. Most of the intersections are expected to operate within acceptable levels and are not expected to degrade significantly between 2025 and 2035, based upon the land use, trip generation, and assignment assumptions.

Mitigation Measures

6.17-1: To mitigate LOS impacts at the intersection of Riverside Avenue and 10th Street, a traffic signal shall be installed. Installation of a traffic signal would improve the LOS at Riverside Avenue and 10th Street to C in the AM peak hour and D in the PM peak hour

6.17-2 To mitigate LOS impacts at the intersection of Riverside Avenue and 13th Street, signal timing improvements and/or signal phasing modification shall be implemented as determined by the City Traffic Engineer. Signal timing improvements could include optimizing cycle lengths to accommodate future traffic conditions and signal timing coordination along the corridor to increase traffic volume throughput. Phasing modifications could include improvements such as right turn overlap phasing.

Residual Impacts

Impacts would be significant but mitigable (Class II).

6.17.4.2.2: Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways. (Class III – Not Significant)

Impact Analysis

Due to the primarily rural nature of San Luis Obispo County, the County has opted out of preparing a congestion management plan (CMP).[19] Therefore, the specific plan would not create any impact on level-of-service standards for a CMP. There would be no impact.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would be not significant (Class III).

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19 Michael Harmon, Transportation Planner III, County of San Luis Obispo, telephone conversation, October 23, 2009.

SOURCE: City of Paso Robles – May 2010

FIGURE **6.17-4**

2025 Intersection Peak Hour and Segment Daily LOS

970-002•06/10

SOURCE: City of Paso Robles – May 2010

FIGURE **6.17-5**

2035 Intersection Peak Hour and Segment Daily LOS

970-002•06/10

6.17.4.2.3: Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks. (Class III – Not Significant)

Impact Analysis

Hazards associated with the airport are primarily related to the risk of aircraft accident and to the aircraft noise levels along primary flight paths. The Paso Robles Airport Land Use Plan limits the types of land uses and development that can be located within the airport planning area. The specific plan area is located outside of the Airport Land Use Plan. Therefore, impacts would be not significant (Class III).

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would be not significant (Class III).

6.17.4.2.4: Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment). (Class III – Not Significant)

Impact Analysis

The proposed specific plan promotes changes to the design of specific roadways in order to enhance their safety. These include upgraded signalization and traffic-calming features. The specific plan area is mostly built out and contains an existing circulation system based on a grid pattern. Therefore, major additions to the roadway system are not proposed. However, changes or additions to the circulation system would be evaluated on a project-by-project basis as development of the specific plan occurs.

The City of Paso Robles regulates traffic and circulation through the implementation of adopted policies and programs within the general plan, which prescribes goals, policies, and action items to regulate traffic within the City. The Circulation Element[20] contains policy statements that serve as a framework for the design and maintenance of streets and other components of the circulation system. Policy CE-1A states that the City's Circulation Master Plan should be revised and updated to address the existing and projected needs, including providing safe, efficient, and effective traffic and pedestrian flow within the

20 Rincon Consultants, Inc., *City of Paso De Robles General Plan 2003,* "Circulation Element," (2003).

City and working with federal, state, regional, and neighboring agencies to provide the same for surrounding areas. Consistency with these policies would ensure that roadways would not contain design hazards.

In addition, the City's Municipal Code[21] contains regulations regarding the design, maintenance and operation of the City's circulation system. These regulations are provided under Title 11 (Streets and Sidewalks) and Title 12 (Vehicles and Traffic). Development within the specific plan area would be required to conform to the regulations provided in these sections and would ensure that roadways would not contain design hazards.

Impacts regarding hazards to the design features would be less than significant.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts regarding hazards to the design features would be not significant (Class III).

6.17.4.2.5: Result in inadequate emergency access. (Class III – Not Significant)

Impact Analysis

During development review process, emergency access is evaluated for all pending development projects within the specific plan area. Two means of ingress and egress are required for all major development projects, including subdivisions and commercial/industrial sites. Adequate road and driveway widths are required to provide access to fire trucks, along with turnouts and turnaround areas where deemed necessary. Traffic control during evacuation procedures will be based upon the nature of the emergency and the condition of the roads within the specific plan area. The City will place temporary signage to ensure evacuation routes are clearly marked for motorists. The City's Municipal Code[22] contains regulations regarding the design, maintenance and operation of the City's circulation system. These regulations are provided under Title 11 (Streets and Sidewalks) and Title 12 (Vehicles and Traffic). Development within the specific plan area would be required to conform to the regulations provided in these sections which would ensure adequate emergency access would be provided to developments within the specific plan area. In addition, the City's general plan indicates that communitywide disaster

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21 City of Paso Robles, Municipal Code, Titles 11, 12, and 13.

22 City of Paso Robles, Municipal Code, Titles 11, 12, and 13.

response plans be designed to facilitate rescue and evacuation operations in the event of disasters (General Plan Policy S-1B). With the implementation of development requirements found in the Municipal Code, and consistency with the relevant general plan policies, impacts regarding emergency access would be less than significant.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts regarding emergency access would be not significant (Class III).

6.17.4.2.6: Result in inadequate parking capacity. (Class III – Not Significant)

Impact Analysis

Future development activity within the specific plan area would guide how, when, and where additional parking is supplied and managed. **Table 6.17-5** shows the minimum parking requirements as proposed by the specific plan. All parking for commercial, office, or civic uses would be strategically dispersed in a way that maximizes its use, throughout the day and evening, allowing it to be shared by a variety of businesses and uses through a combination of public off-street and on-street parking. Parking proposed be the specific plan would be consistent with the parking requirements as defined within the City's Municipal Code.[23] Parking demand and capacity would be evaluated on a project-by-project basis as development of the specific plan occurs.

The specific plan provides guidance regarding financing for the development of parking facilities. New commercial development that creates parking impacts has the option of paying an in-lieu fee as a substitute for providing on-site parking. Revenue generated by the in-lieu fee program can be used to fund the construction of parking facilities as well as maintenance and operations.

As the specific plan contains parking standards that would be consistent with the parking standards outlined in the Municipal Code and provides financing options for development of proposed parking, impacts regarding parking would be less than significant.

Mitigation Measures

No mitigation is required.

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23 City of Paso Robles, Municipal Code, Titles 21, Chapter 21.22.

Residual Impacts

Impacts regarding parking would be not significant (Class III).

6.17.4.2.6: Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks). (Class IV – Beneficial)

Impact Analysis

The proposed transportation standards to be implemented with the specific plan would accommodate the diverse needs of all transportation modes, including pedestrians, bicyclists, transit and motor vehicles, while attempting to create beautiful and livable public spaces. Well-designed streets would play a crucial role in the development of livable communities by encouraging pedestrian trips in lieu of certain automobile trips, which in turn will make local transit service an attractive option for other trips. The neighborhood centers designated in the specific plan would provide dignified locations for future major transit stops, while the design of the streets and pathway system would support comfortable walking and bicycling to future transit stops.

Goal 5 of the specific plan recognizes that Paso Robles' train station, and the land surrounding it, is uniquely positioned to become a regional hub for transportation and transit-oriented development. This brings with it the potential for substantial public investment in new infrastructure and the related economic vitality that such investment stimulates. The specific plan supports the use of rail by creating an environment that is pedestrian friendly and provides other forms of transportation available to train passengers.

The Circulation Element[24] contains policy statements that support the use of alternative transportation and pedestrian activity within the City (Policies CE-1D, CE-1E, and CE-1F). The specific plan would be consistent with these policies, as it promotes the use of alternative transportation systems and contains a number of design features that would promote pedestrian activity within the specific plan area.

The specific plan is designed to create a pedestrian- and alternative-transportation-friendly environment and would be consistent with General Plan policies designed to promote alternative transportation. Therefore, impacts regarding alternative transportation would be less than significant.

Mitigation Measures

No mitigation is required.

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24 Rincon Consultants, Inc., *City of Paso De Robles General Plan 2003,* "Circulation Element," (2003).

Residual Impacts

Impacts regarding alternative transportation would be beneficial (Class IV).

6.17.5 CUMULATIVE IMPACTS

6.17.5.1: Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.) (Class III – Not Significant)

Impact Analysis

The impact analysis under **Impact 6.17.4.2.1** includes projected development under the general plan year 2035. As discussed above, cumulative impacts would be not significant (Class III).

Mitigation Measures

No mitigation is required.

Residual Impacts

Cumulative impacts would be not significant (Class III).

6.17.6 GENERAL PLAN CONSISTENCY ANALYSIS

The *City of El Paso de Robles General Plan* is the primary policy planning document that provides the framework for management and utilization of the City's physical, economic, and human resources. The specific plan is designed to meet the goals established in the City's general plan by providing a framework for future development within the planning area. **Table 6.17-7, General Plan Consistency Analysis,** analyzes the specific plan's consistency with the general plan's policies from the Circulation Element. As shown, the specific plan would be consistent with all general plan policies relevant to transportation and traffic.

Table 6.17-7
General Plan Consistency Analysis

Goals and Policies and Action Items	Analysis
Policy CE-1A: Circulation Master Plan. Revise/update the City's Circulation Master Plan to address the existing and projected needs, including: a. Provide safe, efficient and effective traffic and pedestrian flow within the City and working with federal, state, regional, and neighboring agencies to provide the same for surrounding area. b. Improving access to Downtown Paso Robles by implementing City Council adopted the Parking and Circulation Plan (Resolution No. 02-221). c. Providing adequate access for emergency vehicles and evacuation. d. Defining and eliminating any circulation deficiencies on a prioritized basis. e. Reducing vehicle miles traveled by offering transit and other alternatives to the automobile. f. Providing adequate bridge crossings for the Salinas River, Huerhuero Creek, and Dry Creek. g. Establishing safe paths to school for pedestrian and bicycle traffic. h. Encouraging flexible and off-set working hours; transit improvements; pedestrian and bikeway improvements; and public education in order to reduce congestion to the City's adopted level of service "D." i. Encouraging citizen participation in the process. j. Requiring new development to mitigate a fair share of the impact created by that development.	**Consistent.** The specific plan would be consistent with the regulations included in the Municipal Code regarding the design of streets, sidewalks, and other transportation facilities. This would ensure that designs are safe and efficient, provide adequate emergency access, and provide a safe pedestrian environment. Individual project review would also ensure proper working of the circulatory system. The specific plan also contains a number of design features that enhances the pedestrian environment which would preserve the City's small town feel and encourage vitality of its historic downtown area. Alternative transportation options such as a shuttle system and improved bicycle circulation system is proposed by the specific plan and would be consistent with this policy.
Policy CE-1C: Airport. Improve/expand transportation to/from the airport as set forth in the Airport Master Plan.	**Consistent.** The airport is located outside of the specific plan area. However, alternative transportation options, and a pedestrian friendly environment would accommodate airplane passengers arriving in the City.
Policy CE-1D: Transit. Improve transit services.	**Consistent.** Alternative transportation options such as a shuttle system and improved bicycle circulation system is proposed by the specific plan and would be consistent with this policy. The specific plan also contains a number of design features that enhances the pedestrian environment.

Goals and Policies and Action Items	Analysis
Policy CE-1E: Rail. Promote rail transportation for inter- and intra-state rail service travel, along with rail service for travel within the City.	**Consistent.** Goal 5 of the specific plan recognizes that Paso Robles' train station, and the land surrounding it, is uniquely positioned to become a regional hub for transportation and transit-oriented development. This brings with it the potential for substantial public investment in new infrastructure and the related economic vitality that such investment stimulates. The specific plan supports the use of rail by creating an environment that is pedestrian friendly and provides other forms of transportation available to train passengers.
Policy CE-1D: Pedestrian Access and General Coordination. Provide safe and convenient pedestrian access to all areas of the city and cooperate with other agencies regarding transportation planning.	**Consistent.** The proposed transportation standards to be implemented with the specific plan would accommodate the diverse needs of all transportation modes including pedestrians, bicyclists, transit and motor vehicles, while attempting to create beautiful and livable public spaces. Well-designed streets would play a crucial role in the development of livable communities, by encouraging pedestrian trips in lieu of certain automobile trips, which in turn will make local transit service a very attractive option for other trips. The neighborhood centers designated in the proposed project would provide dignified locations for future major transit stops, while the design of the streets and pathway system would support comfortable walking and bicycling to future transit stops.

6.18 UTILITIES – WATER SUPPLY

SUMMARY

The City of Paso Robles provides water for all users within the City, including the Downtown Specific Plan/ Uptown & Town Centre (Uptown/Town Centre Specific Plan) area. The City's water supply currently comes from the Paso Robles Groundwater Basin. New sources of water supply include a project to transport water from Lake Nacimiento to a proposed water treatment facility. This water is planned to be available beginning in late summer of 2010. Recycled water treatment and distribution facilities are also planned, and recycled water is planned to be available by 2025.

Based on water demand factors for residential and open space development provided in the City's Water Master Plan, development under the proposed Uptown/Town Centre Specific Plan would result in an additional 350 acre-feet per year (afy) of water demand by 2025 and a total of 582 afy by the specific plan horizon year. The proposed specific plan includes the development of water transmission infrastructure, consisting primarily of upgraded water mains throughout the specific plan area.

Water demand generated by specific plan development through 2025 is included in long-range water demand projections, and could be adequately met with existing and planned water supplies and treatment facilities. Development beyond 2025 would require the provision of additional surface water supplies and treatment capacity. With the implementation of state-mandated water use reductions, impacts would be less than significant.

6.18.1 EXISTING CONDITIONS

The Paso Robles Water Division (PRWD) is the water supplier for all users within the City, including the specific plan area. Currently, all water supplied by PRWD comes from the Paso Robles Groundwater Basin. In 2008, the most recent year for which data is available, PRWD supplied 7,322 acre-feet of water to 10,287 residential, commercial, and industrial customers.[1]

6.18.1.1 Existing and Future Water Sources

Paso Robles Groundwater Basin

The Paso Robles Groundwater Basin is situated in the Upper Salinas River drainage of San Luis Obispo and Monterey counties. The basin is located in the large inland valley bounded on the west by the Santa Lucia Range (which separates the north county area from the Pacific Ocean coastal region), on the south by the La Panza Range, and on the east by the Temblor and Diablo ranges. Although most of the basin is

1 City of Paso Robles, *2005 Urban Water Management Plan*, Table 4.

within San Luis Obispo County, the basin extends into Monterey County along the northern basin boundary. The basin overlies an area of approximately 505,000 acres (790 square miles); the total watershed area covers about 1,980 square miles.[2]

The total estimated groundwater in storage within the Paso Robles Groundwater Basin is approximately 30,500,000 acre-feet. This value changes yearly, depending on recharge and net pumpage. The estimated perennial yield of the groundwater basin is 97,700 afy. In 2006 total annual pumping (demand) was estimated to be 88,154 acre-feet.[3] The basin is nearing its perennial yield and significant areas of decline have been documented.

Salinas River Underflow

The Salinas River underflow is a relatively shallow subterranean source associated with the Salinas River. The State Water Resources Control Board (SWRCB) has granted the City the right to extract 4,600 afy of Salinas River underflow. This water is extracted using seven existing wells.

Lake Nacimiento

In 1959, San Luis Obispo County secured the rights to 17,500 acre-feet of water per year from Lake Nacimiento. The San Luis Obispo County Flood Control and Water Conservation District broke ground on the project in October 2007, and it is scheduled for completion in 2010. This project is a proposed regional raw water transmission facility that will deliver water from Lake Nacimiento to communities within San Luis Obispo County. The project involves the development of an intake and pump station at Lake Nacimiento, approximately 45 miles of transmission pipeline ranging in size from 36 to 12 inches in diameter, three storage tanks, two intermediate pump stations, turnouts, control center, control systems, and associated facilities. The regional project is expected to be completed in late ~~2012~~2010.

The City has a contracted entitlement to 4,000 afy from the Nacimiento Water Project. Additional water may be available beyond the initial 4,000 afy. Water received from the project will require treatment for potable use, and the City must finalize design and construct a water treatment facility prior to the introduction of Nacimiento water. A 4-million-gallon-per-day (mgd) water treatment plant (WTP) is expected to be completed by mid-~~2012~~ 2013 to treat surface water from Lake Nacimiento.

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2 Fugro, *Paso Robles Groundwater Basin Study*, (2002) 1.

3 Todd Engineers, *Evaluation of Paso Robles Groundwater Basin Pumping*, (2009) 7.

Recycled Water

In 2005, the City disposed of 3,315 acre-feet of secondary treated wastewater in ponds, which allow infiltration to recharge the groundwater subbasin. The City plans to provide up to 944 afy of tertiary treated recycled water for irrigation use by 2025. The City's existing wastewater treatment plant treats wastewater to a secondary level, which does not comply with state regulations for landscape use. Upgrades to provide tertiary treatment would include adding a solids contact basin or chemical addition, tertiary filtration, and upgrading the chlorine contact basin.

6.18.1.2 Existing and Future Water Treatment Facilities

The City of Paso Robles extracts groundwater from the Paso Robles Groundwater Basin via 19 wells and Salinas River underflow via 7 wells. Water that is not immediately used in the system is stored in one of the City's three reservoirs, each of which has a storage capacity of 4 million gallons, with a total capacity of 12 million gallons. The City uses a central computer to monitor and control the wells, booster pumps, and reservoirs.[4] At the Sherwood wells (well nos. 9 and 11), arsenic-removal equipment provides water treatment. At two other wells known collectively as the Ronconi wells (well nos. 1 and 4), a ~~mobile~~ microfiltration ~~plant~~ system provides water treatment. Groundwater provided by the City meets Maximum Contaminant Levels (MCLs) established in the federal Safe Drinking Water Act.[5]

As part of the Nacimiento Water Project, the City is constructing a WTP to treat surface water received from Lake Nacimiento. The WTP is currently planned to have an initial treatment capacity of 4 (mgd), which could be upgraded to ~~8~~ 6 mgd to meet future demand. The WTP would include the treatment plant, a treated water reservoir and pump station, a transmission pipeline, and other appurtenant facilities and site improvements.[6]

6.18.1.3 Water Demand and Supply

The City has developed a water master plan based on current and projected future water supplies. **Table 6.18-1, Summary of Existing and Future Water Supplies and Deliveries**, provides the sources and amounts of water projected to be available through 2025.

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4 City of Paso Robles, "About Paso Robles Water," http://www.prcity.com/government/departments/publicworks/water/about-water.asp; City of Paso Robles, *2005 UWMP*.

5 City of Paso Robles, "2009 Annual Water Quality Report," http://www.prcity.com/government/departments/publicworks/pdf/WaterQualityReport.pdf.

6 City of Paso Robles, "Water Treatment and Main East Pipeline Project," http://www.prcity.com/government/departments/publicworks/WatrTrtmtPlnt-mnd.asp.

Table 6.18-1
Summary of Existing and Future Water Supplies (afy)

Water Supply Source	2008	2010	2015	2020	2025
Well Supply	8,000	7,000	6,000	6,000	6,000
Nacimiento Water	0	0	1,500	4,000	4,000
Recycled/Surface Water	0	0	0	0	2,000
Total	**8,000**	**7,000**	**7,500**	**10,000**	**12,000**

Source: City of Paso Robles, Most Probable Supply Plan 44,000 Population.

Water demand for 2025 is based on the *Paso Robles General Plan* 2025 population cap of 44,000 residents.[7] The General Plan Update EIR forecasts a 2025 population of 40,000 residents.[8] The City's 2007 Water Master Plan projects water demand at general plan buildout to be 4,973 million gallons per year (mgy) or approximately 15,260 afy.[9] With required reductions in water demand of 20 percent by 2020, this would be reduced to approximately 12,000 afy, which could be met by currently planned water supplies.

6.18.2 REGULATORY FRAMEWORK

6.18.2.1 Federal

Safe Drinking Water Act

The Safe Drinking Water Act (SDWA) was originally passed by Congress in 1974 to protect public health by regulating the nation's public drinking water supply.[10] The law was amended in 1986 and 1996 and requires a variety of actions to protect drinking water and its sources. SDWA authorizes the US Environmental Protection Agency (US EPA) to set national health-based standards for drinking water to protect against both naturally occurring and man-made contaminants that may be found in drinking water. The US EPA, state agencies, and water purveyors work together to ensure that SDWA standards are met.

7 City of Paso Robles, *General Plan*, "Land Use Element," (2003) LU-1;

8 City of Paso Robles, *City of Paso Robles General Plan Update EIR*, (2003) 2-13.

9 City of Paso Robles, *El Paso de Robles Water Master Plan*, (2007) 14.

10 US Code, Title 42, Section 300f.

Clean Water Act

The federal Clean Water Act (CWA) Section 401 regulates the discharges of pollutants into "waters of the US" from any point or non-point source.[11] Individual permits are issued for certain defined sources of discharge, while non-point source runoff from construction sites and urban development is regulated under a series of general permits. Construction that disturbs 1 acre or more is regulated under the National Pollutant Discharge Elimination System (NPDES) stormwater program. In the State of California, the program is administered by the local Regional Water Quality Control Board (RWQCB).

6.18.2.2 State

Urban Water Management Planning Act

The Urban Water Management Planning Act (UWMPA) requires urban water suppliers that provide water for municipal purposes to more than 3,000 customers, or more than 3,000 afy of water, to prepare an urban water management plan.[12] The intent of the UWMP is to assist water supply agencies in water resource planning given their existing and anticipated future demands. The UWMP must include a water supply and demand assessment comparing total water supply available to the water supplier with the total projected water use over a 20-year period. It is also mandatory that the management plans be updated every five years.

Porter-Cologne Water Quality Control Act

The Porter-Cologne Water Quality Control Act of 1969 established the principal state program for water quality control.[13] The act also authorized the State Water Resources Control Board (SWRCB) to implement the provisions of the federal Clean Water Act. The act divided the state into nine RWQCB areas. Each RWQCB implements and enforces provisions of the Porter-Cologne Act and the CWA subject to policy guidance and review by the SWRCB.

Senate Bill 221 and Senate Bill 610

Senate Bill 610 (SB 610)[14] and Senate Bill 221 (SB 221)[15] amended state law to improve the link between information on water supply availability and certain land use decisions made by cities and counties.

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11 US Code, Title 33, Section 404.

12 California Water Code Sections 10610–10656, Urban Water Management Planning Act.

13 California Water Code, (1969, as amended), Porter-Cologne Water Quality Control Act.

14 California Public Resources Code, Section 21151.9.

15 California Business and Professions Code, Section 11010; California Government Code, Sec. 66473.4.

SB 610 and SB 221 are companion measures which seek to promote more collaborative planning between local water suppliers and cities and counties. Both statutes require that detailed information regarding water availability be provided to city and county decision-makers prior to approval of specific large development projects. Both statutes also require that this detailed information be included in the administrative record that serves as the evidentiary basis for an approval action by the city or county on such projects. Both measures recognize local control and decision making regarding the availability of water for projects and the approval of projects.

SB 221 establishes the relationship between the water-supply assessment (WSA) prepared for a project and the project approval under the Subdivision Map Act. Pursuant to California Government Code, the public water system must provide a written verification of sufficient water supply prior to the approval of a new subdivision.[16] SB 221 prohibits a local planning agency from approving a tentative map, parcel map, or development agreement for residential subdivisions of more than 500 units unless the water supplier issues a written verification that a sufficient water supply is available for the project, or the local agency finds that alternate water supplies are, or will be, available prior to the completion of the project.

SB 610 modifies the requirements for the water supply assessments already required to be provided by the water suppliers to local planning agencies for certain types of projects. This bill also expands the requirements for certain types of information in an UWMP, including an identification of any existing water supply entitlement, water rights, or water service contracts held relevant to the water supply assessment for a proposed project, and a description of water deliveries received in prior years.

California State Water Code requires a lead agency to identify the public water system supplying water for a development project that is subject to the California Environmental Quality Act (CEQA) and to request a WSA.[17] Generally, a WSA is required if the water system has more than 5,000 connections and the project falls within one of the following categories:

- Residential development with more than 500 units or one which uses as much water as a 500-unit residential project
- Commercial center or business with more than 500,000 square feet of space or 1,000 employees
- Commercial office building with more than 250,000 square feet of space or 1,000 employees
- Hotel or motel with more than 500 rooms
- Industrial, manufacturing, or processing plan with more than 1,000 employees, 40 acres of land, or 650,000 square feet of floor space

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16 California Government Code, Section 66473.7.

17 California Water Code, Section 10910–10915.

- Mixed-use project meeting any of the above criteria

The WSA from the public water system must indicate whether water demand associated with the project was included in the last UWMP and assess whether its total projected supplies available during normal, single dry, and multiple dry water years will meet projected demand in the service area with the proposed project. If it does not, the WSA must describe the means to be used to obtain the necessary supplies along with the identification of any needed improvements.

Proclamation by the Governor of the State on Water Shortage

To combat California's third consecutive year of drought, Governor Arnold Schwarzenegger, on February 27, 2009, proclaimed a state of emergency and ordered immediate action to manage the crisis.[18] In the proclamation, the governor used his authority to direct all state government agencies to utilize their resources, implement a state emergency plan, and provide assistance for people, communities, and businesses impacted by the drought.

The governor's order directs various state departments to engage in activity to provide assistance to people and communities impacted by the drought. The proclamation:

- requests that all urban water users immediately increase their water conservation activities in an effort to reduce their individual water use by 20 percent;
- directs the Department of Water Resources (DWR) to expedite water transfers and related efforts by water users and suppliers;
- directs DWR to offer technical assistance to agricultural water suppliers and agricultural water users, including information on managing water supplies to minimize economic impacts and implementing efficient water management practices;
- directs DWR to implement short-term efforts to protect water quality or water supply, such as the installation of temporary barriers in the Delta or temporary water supply connections;
- directs the Labor and Workforce Development Agency to assist the labor market, including job training and financial assistance;
- directs DWR to join with other appropriate agencies to launch a statewide water conservation campaign calling for all Californians to immediately decrease their water use; and
- directs state agencies to immediately implement a water use reduction plan and take immediate water conservation actions and requests that federal and local agencies also implement water use reduction plans for facilities within their control.

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18 Proclamation of the Governor of the State of California, "State of Emergency – Water Shortage," February 27, 2009.

In particular, the order directs that by March 30, 2009, DWR shall provide an updated report on the state's drought conditions and water availability. According to the proclamation, if the emergency conditions have not been sufficiently mitigated, the governor will consider additional steps. These could include the institution of mandatory water rationing and mandatory reductions in water use; reoperation of major reservoirs in the state to minimize impacts of the drought; additional regulatory relief or permit streamlining as allowed under the Emergency Services Act; and other actions necessary to prevent, remedy or mitigate the effects of the extreme drought conditions. The full text of the proclamation can be found in **Appendix 6.18**.

Recent Legislation

Governor Schwarzenegger and the California legislature crafted a comprehensive package of bills aimed at ensuring a reliable water supply in the future, as well as restoring the Sacramento–San Joaquin River Delta and other ecologically sensitive areas. This comprehensive legislation places water supply and the delta environment on an equal footing, establishing those principles as the State of California's fundamental and co-equal goals for the delta. In summary, the plan is comprised of four policy bills and an $11.14 billion bond. The package establishes a Delta Stewardship Council, sets ambitious water conservation policy, ensures better groundwater monitoring, and provides funds for the SWRCB for increased enforcement of illegal water diversions. The bond, if approved in the November 2010 general election, will fund, with local cost-sharing, drought relief, water supply reliability, delta sustainability, statewide water system operational improvements, conservation and watershed protection, groundwater protection, and water recycling and water conservation programs.

Summary of the Four Bills

SB 1 - Delta Governance/Delta Plan: SB 1 establishes the framework to achieve the co-equal goals of providing a more reliable water supply to California and restoring and enhancing the Sacramento–San Joaquin River Delta ecosystem. These will be achieved in a manner that protects the unique cultural, recreational, natural resource, and agricultural values of the delta.

SB 6 - Groundwater Monitoring: SB 6 requires that local agencies monitor the elevation of their groundwater basins to help better manage the resource during both normal water years and drought conditions.

SB 7 - Statewide Water Conservation: SB 7 creates a framework for future planning and actions by urban and agricultural water suppliers to reduce California's water use. This bill requires the development of agricultural water management plans and requires urban water agencies to reduce statewide per capita water consumption 20 percent by 2020.

SB 8 - Water Diversion and Use/Funding: SB 8 improves accounting of the location and amounts of water being diverted by recasting and revising exemptions from the water diversion reporting requirements under current law. Additionally, this bill appropriates existing bond funds for various activities to benefit the delta ecosystem and secure the reliability of the state's water supply, and to increase staffing at the SWRCB to manage the duties of this statute.

6.18.2.3 Regional

California Regional Water Quality Control Board – Central Coast Region

Central Coast Basin Plan

The objective of the basin plan is to show how the quality of the surface and ground waters in the Central Coast Region should be managed to provide the highest water quality reasonably possible. Water uses and water benefits vary. Water quality is an important factor in determining use and benefit. For example, drinking water has to be of higher quality than the water used to irrigate pastures. Both are legitimate uses, but the quality requirements for irrigation are different from those for domestic use. The plan recognizes such variations.[19]

The basin plan lists the various water uses and describes the water quality which must be maintained to allow those uses. The basin plan combines water uses and quality requirements to provide water quality standards, and the implementation plan describes the programs, projects, and other actions which are necessary to achieve the standards plan. The basin plan provides plans and policies to protect water quality, and describes statewide surveillance and monitoring programs as well as regional surveillance and monitoring programs.

The RWQCB implements the basin plan by issuing and enforcing waste discharge requirements to individuals, communities, or businesses whose waste discharges can affect water quality. These requirements can be either State Waste Discharge Requirements for discharges to land, or federally delegated National Pollutant Discharge Elimination System (NPDES) permits for discharges to surface water.

The basin plan is also implemented by encouraging water users to improve the quality of their water supplies, particularly where the wastewater they discharge is likely to be reused. The RWQCB reviews public works or other projects which can affect water quality and identifies their impacts. It supports

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19 RWQCB, Central Coast Region, *Basin Plan*, http://www.waterboards.ca.gov/centralcoast/publications_forms/publications/basin_plan/chapter_1/chapter1.shtml.

programs that implement or help to achieve the goals of the basin plan, and makes water quality control recommendations for other projects.

Salinas River Watershed Management Action Plan

The RWQCB designated the Salinas River watershed as one of its priority watersheds in 1996. The 1999 Salinas River Watershed Management Action Plan was prepared to describe the RWQCB's approach to watershed management within the area with the goal of more effectively protecting and improving water resources by supporting the development of local solutions to local problems.[20] The management strategy commits the RWQCB to devote additional resources to watershed activities; increasing its presence in the watershed through partnerships with landowners, local governments, resource agencies, and other stakeholder groups; and integrating existing programs and improving communication and coordination to provide better service.

6.18.2.4 Local

Urban Water Management Plan

The City's 2005 UWMP was completed in April 2008.[21] As required by UWMPA, the UWMP provides information on historical, current, and projected future water demand and supply; gives water supply reliability projections for normal year, single dry year, and multiple dry year scenarios; and provides proposed water demand management measures, including water survey programs, plumbing retrofits, rebate programs for high-efficiency appliances, educational programs, and other measures that would produce long-term reductions in the City's water use.

Water Conservation and Shortage Contingency Plan

The Paso Robles Municipal Code provides mandatory water conservation regulations and an action plan for periods of identified water shortage.[22] Mandatory water conservation measures include prohibitions of excessive runoff from landscape irrigation, overfilling of swimming pools and spas, washing vehicles except with a self-closing water nozzle, and washing paved areas. The conservation measures require that leaks be repaired within seven days of notification by the City, that fountains and decorative water features use recirculating water systems, that commercial lodging establishments provide guests the option of daily linen service, that new or remodeled restaurants use water-conserving spray valves for

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20 Regional Water Quality Control Board, Central Coast Region, *Salinas River Watershed Management Action Plan*, (1999) 1.

21 City of Paso Robles, *2005 Urban Water Management Plan.*

22 City of Paso Robles, Municipal Code, Section 14.02.

washing dishes, and that restaurants provide water to diners only upon request. Finally, the water conservation measures prohibit the installation of single-pass cooling systems and non-recirculating water systems in commercial car washes and laundry facilities.

The City's water shortage contingency plan consists of four stages of increasing water use restrictions, during which the following conservation measures are to be taken:

Level 1 water shortage – up to 10 percent reduction: Voluntary use restrictions restricting landscaping irrigation to between the hours of 7:00 PM and 9:00 AM; repair of water leaks within five days of notification by the City.

Level 2 water shortage – up to 20 percent reduction: Mandatory watering restriction to a three-day-a-week schedule published by the City; the City may suspend the issuance of new hydrant meters and recall existing hydrant meters; the City may implement water allocations per customer account with penalties for exceeding the allocation.

Level 3 water shortage – up to 30 percent reduction: Watering restriction to a two-day-a-week schedule published by the City; prohibition of filling ornamental lakes or ponds prohibited except to maintain animals or plants present prior to the declaration of a level 3 water shortage; mandatory repair of water leaks within 48 hours of notification by the City, except in the case of rental properties, where leaks must be repaired within 72 hours; prohibition of vehicle washing except at commercial facilities; prohibition of washing paved surfaces except to alleviate a sanitary or safety hazard; restrictions on the issuance of will-serve letters or the provision of new water service; suspension of any consideration of annexation; the City may suspend the issuance of new hydrant meters and recall existing hydrant meters; the City may implement water allocations per customer account with penalties for exceeding the allocation.

Level 4 water shortage – up to 50 percent reduction: All restrictions under levels 1 through 3; prohibition of all landscape irrigation except for crops and commercial growers and nurseries; repair of water leaks within 24 hours of notification by the City, except for rental properties, which must be repaired within 72 hours; prohibition of filling swimming pools and spas; the City may not enter into any commitment or agreement to provide water to customers or agencies inside or outside the City of Paso Robles.

Water Connection Fees

The City of Paso Robles assesses water system connection fees for new development within the City. These fees fund improvements to the City's water system infrastructure and supplement the City's water supply through the purchase of additional water entitlements. The current fees, effective January 1, 2010,

range from $12,000 for connection of a 0.75-inch water meter to $920,040 for connection of a 10-inch water meter.[23]

6.18.3 THRESHOLDS OF SIGNIFICANCE

Appendix E of the *Rules and Regulations for the Implementation of the California Environmental Quality Act (CEQA)*[24] contains the Initial Study Environmental Checklist form. Issues presented in the checklist have been used as thresholds of significance in this section. Accordingly, a project may present a significant impact if it would

- require or result in the construction of new water treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects; or
- have insufficient water supplies available to serve the project from existing entitlements and resources, or require new or expanded entitlements.

6.18.4 PROJECT IMPACTS

6.18.4.1 Proposed Specific Plan Components

Water Distribution

Implementation of the proposed specific plan would require water distribution improvements to adequately serve new development. The necessary upgrades and expansions are defined in *Uptown/Town Centre Specific Plan* Section 4.5 and summarized below. The proposed locations of the improvements are shown in **Figures 6.18-1** and **6.18-2, Specific Plan Water Distribution Infrastructure Improvements**.

Uptown

The majority of upgrades required in the Uptown Zone will be to accommodate the new development proposed in the Oak Park area. Extending basic service lines will be necessary to accommodate the predicted densities in this area. Other upgrades in the Uptown Zone are generally system retrofits to undersized or underperforming pipes.

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23 City of Paso Robles, "Water and Sewer Fees," http://www.prcity.com/government/departments/commdev/building/pdf/WaterSewerFees.pdf

24 City of Paso Robles, *Rules and Regulations for the Implementation of the California Environmental Quality Act*, (July 2009).

Uptown Improvements

Midtown Improvements

Downtown Improvements

South of Downtown Improvements

NOT TO SCALE

SOURCE: City of Paso Robles Downtown Specific Plan - Uptown & Town Center – July 2009

FIGURE **6.18-1**

Specific Plan Water Distribution Infrastructure Improvements

970-002•10/09

Riverside Avenue Corridor Improvements

NOT TO SCALE

SOURCE: City of Paso Robles Downtown Specific Plan - Uptown & Town Center – July 2009

FIGURE **6.18-2**

Specific Plan Water Distribution Infrastructure Improvements

970-002•10/09

Midtown

The majority of upgrades required in the Midtown Zone represent the retrofit of existing pipes that are currently undersized for the existing system. The Midtown Zone serves as a conduit from the water treatment facility to the Uptown Zone. The age, size, and location of these pipes are the impetus to increase the size and capacity of the system. Very few new water mains are needed to accommodate buildout of the Midtown Zone.

Downtown

Upgrades are minor with few new water mains needed to accommodate buildout of the Downtown Zone.

South of Downtown

Upgrades are relatively minor with new pipes required to accommodate redevelopment and buildout including the proposed City Hall. Other upgrades include replacing 8-inch water mains in Spring Street, as specified by the Master Plan for Water Distribution.

Riverside Avenue Corridor

Upgrades are relatively minor with new pipes required to accommodate redevelopment and buildout, mainly in the area south of 13th Street and east of Highway 101.

Sustainable Stormwater Guidelines

In addition to improvements to the City's water distribution infrastructure, Section 4.6 of the specific plan provides guidelines for stormwater facilities that can provide infiltration and groundwater recharge. Two-thirds of the specific plan area has marginal infiltration potential, while almost one-third has excellent potential, and a small portion has low potential. Facilities that may be used for stormwater infiltration include swales, infiltration trenches, rain gardens, infiltration boardwalks, permeable paving systems, and infiltration planters.

6.18.4.2 Impact Analysis

The environmental impact analysis presented in this section is based on the results of information received in response to the Notice of Preparation (NOP), and/or other review of the project by planning staff for issues that were determined to be potentially significant, or for issues identified by reviewing agencies, organizations, or individuals commenting on the NOP that made a reasonable argument that the issue was potentially significant (see **Responses to the NOP**, **Appendix 2.0**).

6.18.4.2.1: Require or result in the construction of new water treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.

Impact Analysis

The City plans to develop a WTP for water received from Lake Nacimiento. The capacity of the WTP would be 4 mgd (4,480 afy), and could be upgraded to ~~8~~ 6 mgd (6,720 afy) to meet demand. As shown in **Table 6.18-1**, 4,000 afy of Lake Nacimiento water will be available for treatment at the planned WTP, which would have adequate capacity to treat the City's 4,000 acre-feet allocation.

Water demand generated by the proposed project was calculated based on the demand factors provided in the City's water master plan. **Table 6.18-2, Proposed Project Water Demand**, shows the projected increase in water demand that would occur as a result of development under the proposed specific plan.

Table 6.18-2
Proposed Project Water Demand (afy)

Development Type	Demand Factor (afy/ac)	Development through 2025		Development after 2025		Total Projected Development	
		Acres	Demand (afy)	Acres	Demand (afy)	Acres	Demand (afy)
Residential[1]	4.1	75.6	309.96	49.9	204.59	125.5	514.55
Retail	2.0	3.1 ac	6.20	2.1	4.20	5.2	10.40
Office	5.2	3.1	16.12	2.0	10.40	5.1	26.52
Hotel[2]	1.5	6.7	10.05	4.5	6.75	11.2	16.8
Industrial	1.1	3.8	4.18	2.5	2.75	6.3	6.93
Civic	2.1	1.5	3.15	1.5	3.15	3.0	6.30
Total		**93.8**	**349.66**	**62.5**	**231.84**	**156.3**	**581.50**

Source: El Paso de Robles Water Master Plan, 2007, Table 5.
[1] *Residential density assumed to increase from 8 units per acre to 16 units per acre.*
[2] *Hotel acreage based on 50 units per acre.*

As discussed above, the City projects a total available water supply of 12,000 afy by 2025. Planned treatment facilities would be adequate to meet projected water demand. The proposed project would not require additional or expanded water supply or water treatment facilities, and impacts would therefore be less than significant (Class III).

Mitigation Measures

No mitigation measures are required.

Residual Impacts

Impacts would be less than significant (Class III)

6.18.4.2.2: Have insufficient water supplies available to serve the project from existing entitlements and resources, or require new or expanded entitlements.

Impact Analysis

As discussed above, the development forecast to occur under the proposed specific plan would cause an increase in water use. As shown in **Table 6.18-2**, based on water demand factors provided in the City's water master plan, the specific plan would result in an additional water demand of approximately 350 afy by 2025, and of approximately 581.5 afy including development after 2025. These demand projections do not include state-mandated reductions in water use of 20 percent by 2020. Added to the City's 2008 water demand of approximately 7,900 acre-feet, the additional demand generated by specific plan development would create a total water demand of approximately 8,250 acre-feet by 2025 and approximately 8,500 acre-feet including development after 2025. With implementation of the state-mandated 20 percent reduction in water use, these would fall to 6,600 and 6,800, respectively.

Water supply for the City currently comes from groundwater in the Paso Robles Groundwater Basin. The City is entitled to 4,600 afy of shallow Salinas River underflow. As discussed above, the City is currently planning treatment facilities for additional water supply from Lake Nacimiento, which is expected to become available in 2010. Future development within the City, including development within the specific plan area, would be required to provide funding through the payment of water system connection fees for the purchase of additional surface water from Lake Nacimiento in order to ensure that adequate water supplies are available.

The City estimates that the total available water supply from all sources in 2025 will be 12,000 afy. These sources include 4,000 afy of treated water from Lake Nacimiento, 6,000 afy of water from the Paso Robles Groundwater Basin, and 2,000 afy recycled and additional surface water. As stated above, existing (2008) water demand plus the demand generated by the proposed specific plan would result in total water demand at buildout of approximately 8,500 afy without the state-mandated 20 percent reduction in per capita water use. With the state-mandated reduction, total demand would be reduced to approximately 6,800 afy. Identified water supplies would be adequate to meet this demand, and development within the

specific plan area would provide funds for the purchase of additional water entitlements. Impacts would therefore be less than significant (Class III).

Mitigation Measures

No mitigation measures are required.

Residual Impacts

Impacts would be less than significant (Class III)

6.18.5 CUMULATIVE IMPACTS

6.18.5.1: Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects) (Class III – Less than Significant)

Impact Analysis

The proposed project, in combination with other new development within the City of Paso Robles, would result in increased demand for water and water treatment capacity. The City's water master plan forecasts total water demand at general plan buildout of 4,973 million gallons per year (mgy), or approximately 15,260 afy.[25] This demand estimate does not include the state-mandated 20 percent reduction in water use, which would reduce buildout demand to approximately 12,000 afy.

Development under the proposed specific plan through 2025 is part of the general plan buildout anticipated in estimates of future water demand. Additional demand generated by development under the proposed specific plan after 2025 would increase this demand to approximately 12,186 afy with implementation of the state-mandated 20 percent reduction in water use. This would exceed the estimated available supply of 12,000 afy, and would require the identification of additional water supplies in order to serve future development. Such sources may include acquisition of additional water from Lake Nacimiento, expanded use of recycled water, further water use reductions, or any combination of these. Development within the specific plan area would be required to pay City-established water connection fees. Growth beyond the buildout of the 2025 general plan would be required to fund the

25 City of Paso Robles, *El Paso de Robles Water Master Plan*, (2007) 14.

purchase of new water entitlements as well as pay City water connection fees. With payment of these fees, impacts related to cumulative growth would be less than significant (Class III).

Mitigation Measures

No mitigation measures are required.

Residual Impacts

Impacts would be less than significant (Class III).

6.18.6 GENERAL PLAN CONSISTENCY ANALYSIS

The Conservation Element of the *Paso Robles General Plan* provides goals and policies related to the water resources in the City.[26] **Table 6.18-3, Paso Robles Uptown/Town Centre Specific Plan General Plan Policy Consistency**, provides these goals and policies, along discussions of the consistency of the proposed specific plan with these policies. The proposed specific plan would be consistent with applicable goals and policies of the general plan.

Table 6.18-3
Paso Robles Uptown/Town Centre Specific Plan
General Plan Policy Consistency

Goal/Policy	Discussion	Consistent?
Conservation Element		
Goal C-1: Utilities and Infrastructure. Ensure that public utilities, facilities, and services are designed to meet existing and planned land uses, and ensure that provisions are made for continued operation maintenance, and updates as necessary.		

26 City of Paso Robles, *General Plan*, "Conservation Element," (2003).

Goal/Policy	Discussion	Consistent?
Conservation Element (continued)		
Policy C-1A: Water Source, Supply, and Distribution. Develop and implement various innovative water provision and conservation programs that help to ensure an adequate supply of water for the City.	The proposed specific plan provides for new water distribution infrastructure to replace existing undersized water mains. The replacement of old mains would likely contribute to a reduction in unaccounted for water loss by eliminating older pipes. Additionally, the specific plan provides for stormwater facilities that can provide infiltration and groundwater recharge. Two-thirds of the specific plan area has marginal infiltration potential, while almost one-third has excellent potential, and a small portion has low potential. Facilities that may be used for stormwater infiltration include swales, infiltration trenches, rain gardens, infiltration boardwalks, permeable paving systems, and infiltration planters.	Yes

6.19 UTILITIES – WASTEWATER

SUMMARY

Implementation of the proposed Downtown Specific Plan / Uptown & Town Centre (Uptown/Town Centre Specific Plan) *would provide upgraded sewer infrastructure in the Uptown, South of Downtown, and Riverside Corridor zones. Sewer upgrades would provide new sewer mains to replace currently undersized wastewater conveyance pipes. An estimated 0.45 million gallon per day (mgd) of wastewater would be generated by projected development under the* Uptown/Town Centre Specific Plan*. This amount of wastewater would increase the volume of wastewater treated at the City's wastewater treatment plant (WWTP) from 2.87 mgd to 3.32 mgd. The permitted capacity of the City's WWTP is 4.9 mgd, which would be adequate to accommodate the total demand for wastewater treatment.*

Cumulative development within the City could potentially result in the generation of wastewater that would exceed treatment capacity at the existing WWTP. To provide additional wastewater treatment in response to anticipated future growth, the City plans to expand capacity at the existing WWTP. With this expansion, adequate capacity to treat projected future wastewater generation within the City would be available. Impacts would be les than significant.

6.19.1 EXISTING CONDITIONS

The City of Paso Robles owns and operates wastewater collection and disposal services for residential, commercial, and industrial facilities within the City's limits, the airport area (including the California Youth Authority juvenile facility), and the Templeton Community Services District (TCSD). The sewage collection system consists of approximately 140 miles of public sewer mains ranging in size from 4 inches to 30 inches in diameter. In addition, the City maintains 14 lift stations, ranging in capacity from 100 to 4,900 gallons per minute (gpm).[1]

The City Department of Public Works operates and maintains the City's WWTP, which is located along Sulphur Springs Road. All City wastewater is pumped to the Sulphur Springs treatment plant, where it is treated and the effluent is discharged into the Salinas River; dried solids are used at the City landfill as alternative cover. In addition to wastewater generated by the City, the WWTP accepts wastewater from the TCSD and the California Youth Authority. The permitted capacity of the City plant is 4.9 million gallons per day (mgd). The current average daily sewage flow into the plant is 2.87 mgd.[2] The City's

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1 City of Paso Robles, *Sewer System Management Plan*, (2009) 1.

2 Boyle Engineering Corp., *City of El Paso de Robles Sewer Collection Master Plan*, (2007) 10.

WWTP operates under Regional Water Quality Control Board (RWQCB) National Pollutant Discharge Elimination System (NPDES) Permit No. CA0047953.

While the WWTP has adequate design capacity to treat the City's wastewater, existing discharges from the WWTP have elevated levels of ~~nitrogen in~~ ammonia from domestic waste. The City is currently in the design phase of a major $51 million WWTP upgrade to address future demand and to provide improved treatment to reduce ammonia in the treated discharge. This new facility is planned to begin operation in 2013. Funding for the upgrade would likely be provided by increases in sewer connection and service fees.

Due to excessive salinity resulting in the designation of the Salinas River as impaired by the US Environmental Protection Agency under Section 303(d) of the Clean Water Act, the City's NPDES permit includes a numerical limit for total dissolved solids (TDS). The City has had ongoing difficulty meeting the numerical limit of 1,100 mg/L of TDS, as well as its limits for the individual constituents sodium~~,~~ and chloride~~, and sulfate~~. The increase in TDS concentrations in City wastewater is higher than average, and is likely attributable to the widespread use of home water softeners, as well as commercial and industrial wastewater.

6.19.2 REGULATORY FRAMEWORK

6.19.2.1 Federal

Clean Water Act

The federal Clean Water Act (CWA) Section 401 regulates the discharges of pollutants into "waters of the US" from any point or non-point source.[3] Individual permits are issued for certain defined sources of discharge, while non-point source runoff from construction sites and urban development is regulated under a series of general permits. Construction that disturbs 1 acre or more is regulated under the NPDES stormwater program. In the State of California, the program is administered by the local RWQCB.

As discussed above, the Salinas River is currently listed as an impaired water under Section 303(d) of the Clean Water Act. As a result, the City's NPDES permit includes a numerical limit for TDS of 1,100 mg/L.

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3 33 Code of Federal Regulations 404.

6.19.2.2 State

State Water Resources Control Board

In 2006 the State Water Resources Control Board (SWRCB) enacted Order No. 2006-0003, Statewide General Waste Discharge Requirements for Sanitary Sewer Systems (WDR). Any public agency that owns or operates a sewer system more than 1 mile in length that conveys treated or partially treated water to a publicly owned treatment facility works to comply with the WDR in order to reduce sanitary sewer overflows. Compliance with the WDR includes reporting such overflows to the SWRCB and the development of a sewer system management plan, which describes how each agency operates, maintains, and evaluates its collection system.

Regional Water Quality Control Board

The SWRCB and the RWQCBs are the state agencies with primary responsibility for the coordination and control of water quality. In the Porter-Cologne Water Quality Control Act[4] (Porter-Cologne), the California State Legislature declared that the "state must be prepared to exercise its full power and jurisdiction to protect the quality of the waters in the state from degradation." Porter-Cologne grants the boards authority to implement and enforce water quality laws, regulations, policies, and plans to protect the state's groundwater and surface waters.

The proposed project is located within the Central Coast of the California RWQCB, which ~~provides guidelines~~sets requirements for sewage disposal from land developments. The ~~guidelines~~ requirements provide an explanation of the principal statutory authority and administrative procedures under which the RWQCB will fulfill its responsibilities to protect against pollution, nuisance, contamination, unreasonable degradation of water quality, and violation of water quality objectives, as each may occur from the disposal of sewage from land developments.

6.19.2.3 Local

Municipal Code

Title 14 of the City of Paso Robles Municipal Code provides regulations for sewer service, including regulations covering sewer system operations,[5] sewer construction standards,[6] and fees, including fees for new connections to the sewer system.[7] Such fees are established by City Council resolution.

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4 State Water Resources Control Board, "Porter Cologne Water Quality Control Act" California Water Code, Division 7. Water Quality, effective January 1, 2008.

5 City of Paso Robles, Municipal Code, Chapter 14.08.

6 City of Paso Robles, Municipal Code, Section 14.08.070.

7 City of Paso Robles, Municipal Code, Chapter 14.16.

Sewer System Management Plan

As required by the SWRCB, the City has prepared a Sewer System Management Plan, which was completed in October 2009. The Sewer System Management Plan describes the City's sanitary sewer system, details the City's emergency sewer overflow response plan, and lists City programs to prevent sewer overflows, including preventative maintenance; root control; and a fats, oil, and grease reduction program.[8]

6.19.3 THRESHOLDS OF SIGNIFICANCE

Appendix E of the *Rules and Regulations for the Implementation of the California Environmental Quality Act (CEQA)*[9] contains the Initial Study Environmental Checklist form. Issues presented in the checklist have been used as thresholds of significance in this section. Accordingly, a project may present a significant impact if it would:

- exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board;
- require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects;
- result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments;

6.19.4 PROJECT IMPACTS

6.19.4.1 Proposed Specific Plan Components

Wastewater Collection

Implementation of the proposed specific plan would require wastewater collection improvements to adequately serve new development. The necessary upgrades and expansions are defined in *Uptown/Town Centre Specific Plan* Section 4.5, shown in **Figures 6.19-1** and **6.19-2, Specific Plan Sanitary Sewer Improvements**, and summarized herein.

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8 City of Paso Robles, *Sewer System Management Plan*, (2009) 12.

9 City of Paso Robles, *Rules and Regulations for the Implementation of the California Environmental Quality Act*, July 2009.

Uptown

Upgrades required to accommodate buildout include new service collectors in areas of significant redevelopment. Another significant upgrade consists of the replacement of the existing sewer main that connects the majority of the Uptown Zone to the WWTP, which is currently undersized.

Midtown

In general, the sanitary sewer network in the Midtown Zone is in good condition. No significant upgrades are required to improve the performance of the system or to accommodate buildout.

Downtown

In general, the sanitary sewer network in the Downtown Zone is in good condition. No significant upgrades are required to improve the performance of the system or to accommodate buildout.

South of Downtown

The collection network is in fair condition in the South of Downtown Zone. Proposed upgrades are relatively minor, with new pipes required to accommodate redevelopment and buildout, including the proposed City Hall. Other upgrades include replacing undersized sewer mains in the northern portion of the zone.

Riverside Corridor

The collection network is in fair condition in the Riverside Corridor Zone. Proposed upgrades are relatively minor, with new pipes required to accommodate redevelopment and buildout, mainly in the area south of 13th Street and east of Highway 101.

Additional Standards

The specific plan's development code prohibits water conditioners that use or discharge salt and/or phosphates for all new construction and major building renovations.

6.19.4.2 Impact Analysis

The environmental impact analysis presented in this section is based on the results of information received in response to the Notice of Preparation (NOP), and/or other review of the project by planning staff for issues that were determined to be potentially significant, or for issues identified by reviewing

agencies, organizations, or individuals commenting on the NOP that made a reasonable argument that the issue was potentially significant (see **Responses to the NOP**, **Appendix 2.0**).

6.19.4.2.1: Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board. (Class III – Not Significant)

Impact Analysis

As discussed above, the City's NPDES permit includes a numerical limit of 1,100 mg/L for TDS discharges to the Salinas River, which is currently listed by the US EPA as an impaired water under Section 303(d) of the Clean Water Act. The City has had ongoing difficulty meeting this limit, in part due to the use of home water softeners, which commonly use salts and phosphates and discharge them as TDS to the City's WWTP.[10] In order not to contribute to an exceedance of wastewater treatment standards under the City's NPDES permit, the Uptown/Town Centre Specific Plan Development Code prohibits water conditioners that use or discharge salt and/or phosphates for all new construction and major building renovations. Development under the specific plan would be primarily residential and commercial, and would not likely include uses that would be expected to discharge substantial amounts of TDS to the City's wastewater collection system. Such uses, were they proposed, would be subject to additional environmental review and approval by the Planning Commission.

As discussed above, existing discharges from the City's WWTP have elevated levels of ammonia from domestic waste. The City is currently in the design phase of a major $51 million WWTP upgrade to address future demand and to provide improved treatment to reduce ammonia in the treated discharge. This new facility is planned to begin operation in 2013. Funding for the upgrade would likely be provided by increases in sewer connection and service fees. Development under the proposed specific plan would contribute to the funding of this upgrade through the payment of sewer connection and service fees. Impacts would be less than significant.

Mitigation Measures

No mitigation measures are required.

Residual Impacts

Impacts would be less than significant (Class III).

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10 City of Paso Robles, *Water Quality Strategy*, 1-1.

Uptown Improvements

Downtown Improvements

South of Downtown Improvements

NOT TO SCALE

SOURCE: City of Paso Robles Downtown Specific Plan - Uptown & Town Center – July 2009

FIGURE **6.19-1**

Specific Plan Sanitary Sewer Improvements

970-002•10/09

Riverside Avenue Corridor Improvements

NOT TO SCALE

SOURCE: City of Paso Robles Downtown Specific Plan - Uptown & Town Center – July 2009

FIGURE **6.19-2**

Specific Plan Sanitary Sewer Improvements

970-002•10/09

6.19.4.2.2: Require or result in the construction of new wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects. (Class III – Not Significant)

Impact Analysis

Implementation of the proposed specific plan would increase wastewater generation within the specific plan area and thus would increase demand for wastewater treatment at the City' WWTP. As discussed above, the WWTP currently treats an average of 2.87 mgd of wastewater, while its design capacity is 4.9 mgd. Discharges from the WWTP are subject to RWQCB NPDES permit No. CA0047953. The proposed specific plan would result in a potentially significant impact if its development would result in the generation of wastewater that would exceed the WWTP's treatment capacity.

Per capita wastewater generation in the City of Paso Robles is 104 gallons per day (gpd).[11] As discussed in **Section 6.11, Population and Housing**, development under the proposed specific plan could result in the construction of up to 989 new residential units by the general plan horizon year of 2025. Based on the City's average household size of 2.61 residents per dwelling unit, this would result in a maximum population increase of approximately 2,581 residents. Development after the general plan horizon year of 2025 would result in a projected 660 new residential units within the specific plan area. Based on the City's average household size of 2.61 residents, this would result in the generation of an additional 1,723 residents. The total projected population for the specific plan is 4,304 residents.

The proposed specific plan includes the construction of infrastructure upgrades as described above to convey wastewater generated by new development. Based on the City's wastewater generation rate of 104 gpd, **Table 6.19-1, Specific Plan Wastewater Generation**, provides wastewater generation for the development forecast to occur under the specific plan.

Table 6.19-1
Specific Plan Wastewater Generation

	Units	Population	Generation Rate (gpd)	Wastewater Generation (mgd)
Development before 2025	989	2,581		0.27
Development after 2025	660	1,723	104	0.18
Total	**1,649**	**4,304**		**0.45**

11 City of Paso Robles, *Water Quality Strategy Report*, (2003) 3-29.

The City's existing WWTP is located along Sulphur Springs Road near the northern City limit. Wastewater is conveyed to the WWTP via the City's existing sanitary sewer system and receives secondary treatment before is it discharged to the Salinas River. The WWTP has a design capacity of 4.9 mgd and currently receives, treats, and discharges 2.87 mgd of wastewater. The City plans to expand treatment capacity at the WWTP, which could begin operation by 2013. The City currently has 2.03 mgd of available wastewater treatment capacity. The proposed specific plan would cause a potentially significant impact if it generated wastewater that would exceed the City's 2.03 mgd of available treatment capacity.

As shown in **Table 6.19-1**, projected development under the proposed specific plan would generate 0.45 mgd of wastewater. The specific plan includes sewer infrastructure upgrades necessary to accommodate this added wastewater volume, and would convey it to the City's WWTP, which would have a remaining capacity of 1.58 mgd. Wastewater generated by the proposed specific plan would not require the construction of new wastewater treatment facilities. Development under the proposed specific plan would contribute to the funding for the planned WWTP upgrade through the payment of sewer connection and service fees. Impacts would therefore be less than significant (Class III).

Mitigation Measures

No mitigation measures are required.

Residual Impacts

Impacts would be less than significant (Class III).

6.19.4.2.3: Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects. (Class IV – Beneficial)

Impact Analysis

Throughout the specific plan area, stormwater runoff is conveyed through streets, ditches, and storm drains to the Salinas River. The City has limited City-owned storm drains within the specific plan area, so runoff is mostly conveyed through streets and ditches. Runoff is then conveyed under Highway 101, primarily through California Transportation Department (Caltrans) culverts, before outfalling into the Salinas River. Deficiencies in the conveyance and capacity of the system, as well as a lack of pervious groundcover, contribute to runoff levels in many areas being above the top of the curb. In many areas the

runoff level is greater than 1 foot above the street level. **Figure 6.7-2, Existing Development Flooding Depths,** shows existing flooding depths at various areas in the specific plan area.

Low-impact designs included in the specific plan attempt to mimic the natural hydrologic process by controlling stormwater at the source and allowing it to slowly infiltrate and filter through plants and soils. Infiltration techniques serve to reduce surface runoff drainage systems must carry and filter pollutants. Appropriate techniques and mitigation measures for both the public and private realm, which include limiting the amount of impervious surfaces allowed for different types of buildings, are included in the specific plan. These design features are summarized under heading **6.7.4.1, Proposed Specific Plan Components,** above. Individual projects developed within the specific plan area would be required to implement sustainable stormwater drainage practices to address runoff and pollution created by each project. In addition, the specific plan details areas where drainage system improvements are required, as shown in **Figure 6.7-5, Proposed Stormdrain Improvements**. As the specific plan provides for drainage improvements that would alleviate storm drain capacity problems and reduce pollutants, impacts would be beneficial (Class IV).

Mitigation Measures

No mitigation measures are required.

Residual Impacts

Impacts would be beneficial (Class IV).

6.19.4.2.4: Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments. (Class III – Not Significant)

Impact Analysis

As discussed previously, the City's WWTP has a design capacity of 4.9 mgd and currently treats 2.87 mgd, leaving an available treatment capacity of 2.03 mgd. Based on the City's wastewater generation rate, development forecast under the proposed specific plan would generate 0.45 mgd of wastewater, as shown in **Table 6.19-1**. This could be accommodated by the existing WWTP with a remaining capacity of 1.58 mgd. The City plans to construct a new WWTP, which could begin operation in 2013, adding additional wastewater treatment capacity. As wastewater generated by the proposed specific plan would not exceed currently available wastewater treatment capacity, impacts would be less than significant.

Mitigation Measures

No mitigation measures are required.

Residual Impacts

Impacts would be less than significant (Class III).

6.19.5 CUMULATIVE IMPACTS

6.19.5.1: Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.) (Class III – Not Significant)

Impact Analysis

The proposed project, as discussed above, would generate a projected 0.45 mgd of wastewater. Based on the general plan 2025 population cap of 44,000 residents, the general plan horizon year population would generate a maximum of 4.58 mgd of wastewater. However, the City's Sewer Master Plan projects an average daily flow of 5.03 mgd at general plan buildout. The existing WWTP has a permitted treatment capacity of 4.9 mgd. Therefore, taken together, the general plan horizon year population and specific plan development after 2025 could generate as much as 5.03 mgd of wastewater, which would exceed the existing WWTP's permitted treatment capacity.

As discussed above, the City plans to develop a new WWTP to accommodate increased demand for wastewater treatment. Currently in design stages, this new WWTP would begin operation in 2013 at the earliest. The design capacity of the new WWTP ~~is unknown, but can reasonably be assumed to~~will be similar to that of the existing WWTP. The planned new WWTP would require a NPDES permit for discharge of treated wastewater, which would reduce impacts related to exceeding RWQCB discharge requirements to a less than significant level. Development of a new WWTP would provide adequate wastewater treatment capacity, and impacts related to wastewater treatment capacity and the need to construct additional wastewater treatment facilities would be less than significant.

Mitigation Measures

No mitigation measures are required.

Residual Impacts

Impacts would be less than significant (Class III).

6.19.6 GENERAL PLAN CONSISTENCY ANALYSIS

The Conservation Element of the *Paso Robles General Plan* provides goals and policies related to the provision of education services and facilities in the City.[12] **Table 6.19-2, Paso Robles Uptown/Town Centre Specific Plan General Plan Policy Consistency**, provides these goals and policies, along discussions of the consistency of the proposed *Uptown/Town Centre Specific Plan* with these policies. The proposed specific plan would be consistent with applicable goals and policies of the general plan.

Table 6.19-2
Paso Robles Uptown/Town Centre Specific Plan
General Plan Policy Consistency

Goal/Policy	Discussion	Consistent?
Conservation Element		
Goal C-1: Utilities and Infrastructure. Ensure that public utilities, facilities, and services are designed to meet existing and planned land uses, and ensure that provisions are made for continued operation maintenance, and updates as necessary.		
Policy C-1B: Sewer Service. Provide adequate wastewater conveyance and treatment facilities to serve all parcels in the City.	The proposed specific plan would provide upgraded wastewater conveyance infrastructure in the Uptown, South of Downtown, and Riverside Corridor zones. Upgrades would consist of replacing currently undersized sewer mains to accommodate increased wastewater generation. Section 4.5 of the *Uptown/Town Centre Specific Plan* outlines the planned sewer upgrades. Wastewater generated by development in the specific plan area could be accommodated by the City's existing WWTP. With the development of a second WWTP, as planned by the City, wastewater treatment capacity would be adequate to serve future growth within the City.	Yes

12 City of Paso Robles, *General Plan*, "Conservation Element," (2003).

6.20 UTILITIES – SOLID WASTE

SUMMARY

Solid waste disposal for the Downtown Specific Plan / Uptown & Town Centre (Uptown/Town Centre Specific Plan) area would be provided by Paso Robles Waste Disposal, Inc., and solid waste generated would be disposed of in the Paso Robles Landfill, which has a permitted daily intake capacity of 450 tons and a remaining permitted capacity of 5,327,500 cubic yards. Average daily intake at the Paso Robles Landfill is 200 tons.

By 2025, the proposed Uptown/Town Centre Specific Plan would generate a projected 2,451.97 tons per year (tpy), or 6.7 tons per day (tpd), of solid waste to be disposed of at the Paso Robles Landfill. After 2025, this is projected to increase to 4,087.16 tpy, or 11.2 tpd. This amount of solid waste could be accommodated with existing permitted capacity at the Paso Robles Landfill.

The City of Paso Robles is in compliance with state requirements for solid waste diversion. The 2006 diversion rate for the San Luis Obispo County Integrated Waste Management Authority (IWMA) is 63 percent, and the IWMA has met the state-mandated 50 percent diversion rate since 1998. The proposed specific plan would comply with federal, state, and local regulations for the collection of solid waste, recyclable materials, and household hazardous wastes. Impacts would be less than significant (Class III).

6.20.1 EXISTING CONDITIONS

Solid waste disposal service to the City of Paso Robles is provided by Paso Robles Waste Disposal, Inc., (PRWD) a privately owned and operated company. Solid waste disposal service is separated into two customer categories, residential and commercial. PRWD does not provide hazardous material and/or construction materials disposal.

Solid waste is collected and disposed of at the Paso Robles Landfill, located east of City limits, on Highway 46 East. The landfill is a Class III facility owned by the City of Paso Robles and managed by Pacific Waste Services, Inc. The 80-acre landfill has been operating since 1970. The landfill accepts construction/demolition, industrial, mixed municipal, sludge, and tire waste. The landfill has a permitted capacity 6,495,000 cubic yards, with a remaining capacity of 5,327,500 cubic yards, as of May 1, 2007. An average of 200 tons of waste are placed in the landfill daily, with a permitted maximum daily tonnage of 450 tpd. The Paso Robles Landfill is estimated to reach its permitted capacity in 2051.[1]

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1 California Integrated Waste Management Board, "Jurisdiction Landfill Overview," http://www.ciwmb.ca.gov /Profiles/Facility/Landfill/LFProfile1.asp?COID=40&FACID=40-AA-0001.

During 2007, approximately 43,723 tons of waste were disposed of at the landfill (California Integrated Waste Management Board, Solid Waste Information System, 2000). The landfill is estimated to close in approximately 2034. Although there would be sufficient landfill capacity for the period covered in the *City of El Paso de Robles General Plan*, state law (AB 939) and the City's waste reduction and recycling program require that at least 50 percent of solid waste be diverted from landfills. The City's Source Reduction and Recycling Element (SRRE) describes the existing waste stream, evaluates reduction and recycling alternatives, and indicates how the county will divert solid waste from its landfills and incinerators.

The City of Paso Robles is part of the San Luis Obispo County IWMA, which provides educational programs, community outreach, household hazardous waste drop-off centers, household motor oil drop-off and curbside collection service, regional recycling programs assistance, and relationships with state regulatory agencies. The most recent solid waste diversion rate for the IWMA is 63 percent in 2006.

The California Integrated Waste Management Board's (CIWMB) solid waste characterization database provides residential and commercial waste disposal rates based on the CIWMB's 2004 Waste Characterization Study.[2] The disposal rate considers only waste disposed of in landfills and does not include diversion to recycling or composting facilities. The per capita residential waste disposal rate for San Luis Obispo County is 0.41 ton per year. Commercial waste disposal rates vary by the type of business, but average 6.8 pounds per employee per day, or 1.24 tons per employee per year.

Recyclable material waste services are provided by PRWD as part of the standard service for both residential and commercial subscribers. Source reduction methods currently used by the City include backyard and on-site composting/mulching, business waste reduction programs, government source reduction programs, and material exchange shops. Recycling methods currently used by the City include residential curbside, drop-off, and buy-back programs, commercial on-site pickup and self-haul programs, school and government recycling programs, and special collection events.

6.20.2 REGULATORY FRAMEWORK

6.20.2.1 Federal

No federal regulations regarding solid waste services would be applicable to the proposed specific plan.

2 CIWMB, "Residential Waste Disposal Rates," http://www.ciwmb.ca.gov/WasteChar/ResDisp.htm.

6.20.2.2 State

6.20.2.3 California Integrated Waste Management Act

The California Waste Management Act (AB 939) mandates the amount of solid waste entering existing landfills and to reuse solid waste through recycling efforts.[3] AB 939 requires every city and county in the state to prepare as a part of its solid waste management plan an SRRE that identifies how each jurisdiction will meet the mandatory state waste diversion goals of 25 percent by the year 1995 and 50 percent by the year 2000. The purpose of AB 939 is to "reduce, recycle, and reuse solid waste generated in the state to the maximum extent feasible." The 2006 diversion rate for the San Luis Obispo County Integrated Waste Management Authority (IWMA) is 63 percent, which complies with the goals specified in AB 939.

6.20.2.3 Local

Municipal Code

Chapter 7.16 of the Paso Robles Municipal Code provides the City's Solid Waste Management Ordinance, which includes standards for the storage and removal of solid waste, and a requirement for all premises within the City that have a water service account to have solid waste service.[4] The ordinance prohibits the burning or dumping of solid waste.

The Paso Robles Municipal Code requires redevelopment projects to provide new or expanded recycling areas as part of the redevelopment project.[5] Standards are provided for multifamily residential, commercial, and industrial redevelopment projects.

Source Reduction and Recycling Element

The City's SRRE was approved by CIWMB in 2000, and provides programs for diverting solid waste from landfills through the implementation of recommended programs such as curbside recycling collection, composting, and commercial recycling programs. The objective of the SRRE is to achieve the 50 percent reduction in solid waste disposal mandated by AB 949.

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3 Integrated Waste Management Board, California Integrated Management Act, AB 939.

4 City of Paso Robles, Municipal Code, Section 7.16.310.

5 City of Paso Robles, Municipal Code, Section 7.40.030.

Household Hazardous Waste Element

The City's Household Hazardous Waste Element (HHWE), approved by the CIWMB in 2000, provides a description of existing household hazardous waste (HHW) collection programs within the City, and assesses potential programs for HHW collection and disposal. PRWD, the City's waste hauler, accepts batteries and fluorescent light bulbs, and offers curbside pickup for used oil. The City's HHW facility, located at the Paso Robles Landfill, accepts common types of HHW, such as adhesives, paints, solvents, electronic waste, insecticides, herbicides, automotive fluids, and medical waste.

6.20.3 THRESHOLDS OF SIGNIFICANCE

Appendix E of the *Rules and Regulations for the Implementation of the California Environmental Quality Act (CEQA)*[6] contains the Initial Study Environmental Checklist form. Issues presented in the checklist have been used as thresholds of significance in this section. Accordingly, a project may present a significant impact if it would

- be served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs; or
- comply with federal, state, and local statutes and regulations related to solid waste

6.20.4 PROJECT IMPACTS

6.20.4.1 Proposed Specific Plan Components

The proposed specific plan does not provide standards related to solid waste.

6.20.4.2 Impact Analysis

The environmental impact analysis presented in this section is based on the results of information received in response to the Notice of Preparation (NOP), and/or other review of the project by planning staff for issues that were determined to be potentially significant, or for issues identified by reviewing agencies, organizations, or individuals commenting on the NOP that made a reasonable argument that the issue was potentially significant (see **Responses to the NOP**, **Appendix 2.0**).

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6 City of Paso Robles, *Rules and Regulations for the Implementation of the California Environmental Quality Act*, July 2009.

6.20.4.2.1: Be served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs. (Class III – Not Significant)

Impact Analysis

Solid waste generated by development within the Specific Plan Area would be collected by PRWD for disposal in the Paso Robles Landfill. As discussed above, the Paso Robles Landfill has a permitted capacity of 6,495,000 cubic yards and a remaining capacity of 5,327,500 cubic yards. The landfill accepts an average of 200 tons of sold waste per day (tpd), and is permitted to accept up to 450 tpd. **Table 6.20-1, Projected Specific Plan Solid Waste Disposal Rates**, provides projected waste disposal for residential and commercial development forecast to occur under the proposed specific plan based on the average residential disposal rate of 0.41 tpy per capita and the average commercial disposal rate of 1.24 tpy per employee.

Table 6.20-1
Projected Specific Plan Solid Waste Disposal Rates

	Residential Units	Residents/ Employees	Population	Waste Generation per Capita	Projected Waste Generation (tpy)
Residential					
Residential Before 2025	989	2.61 per residential unit	2,581	0.41 tpy	1,058.21
Residential After 2025	660		1,773		726.93
Total Residential	1,649		4,304		1,764.64
Commercial					
Commercial Before 2025	561,718 sf	1 employee per 500 sf	1,124	1.24 tpy	1,393.76
Commercial After 2025	374,479 sf		749		928.76
Total Commercial	936,197 sf		1,873		2,322.52
				Total Before 2025	**2,451.97**
				Total After 2025	**1,655.69**
				Total	**4,087.16**

As shown in **Table 6.20-1**, the projected total waste disposal of development under the proposed specific plan would be 2,451.97 tpy by 2025, 1,655.69 tpy for development projected to occur after 2025, and a total of 4,087.16 tpy.

As discussed previously, the Paso Robles Landfill is permitted to accept 450 tpd, and currently accepts an average of 200 tpd of solid waste. Based on the solid waste generation forecast provided in **Table 6.20-1**,

the proposed specific plan would generate an additional 6.7 tpd of solid waste disposal by 2025, a further 4.5 tpd of solid waste disposal after 2025, for a total disposal rate of 11.2 tpd. This would fall well within the Paso Robles Landfill's permitted daily intake. Furthermore, as discussed above, the Paso Robles Landfill has a remaining capacity of 5,327,500 cy, which would be adequate for the disposal of solid waste generated by the specific plan. As the proposed project would be served by a landfill with adequate permitted capacity to accommodate projected solid waste needs, impacts would be less than significant.

Mitigation Measures

No mitigation measures are required.

Residual Impacts

Impacts would be less than significant (Class III).

6.20.4.2.2: Comply with federal, state, and local statutes and regulations related to solid waste. (Class III – Not Significant)

Impact Analysis

Solid waste services in the specific plan area would be provided by the Paso Robles Solid Waste Department, which is part of the San Luis Obispo County IWMA. The IWMA is currently in compliance with AB 949 waste diversion requirements, with a 63 percent diversion rate for 2006, the most recent year for which CIWMB-approved numbers are available. Development under the proposed specific plan would be required to provide expanded recycling areas for multiple-family developments under the provisions of the Municipal Code.[7]

As discussed previously, the San Luis Obispo County IWMA has a solid waste diversion rate of 63 percent for 2006, the last year for which approved numbers are available. The IWMA, of which the City is a member, is therefore in compliance with the solid waste diversion requirements of AB 949. Programs within the City for collection of recyclable materials and collection of HHW will serve the specific plan area, and development under the specific plan would not be expected to impair the ability of the IWMA to continue meeting AB 949 diversion standards. The proposed project would be required to comply with all provisions of federal, state, and local law regulating solid waste. Impacts would therefore be less than significant.

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7 City of Paso Robles, Municipal Code, Section 7.40.030.

Mitigation Measures

No mitigation measures are required.

Residual Impacts

Impacts would be less than significant (Class III).

6.20.5 CUMULATIVE IMPACTS

6.20.5.1: Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects). (Class III – Not Significant)

Impact Analysis

Cumulative development within the City would result in increased residential and commercial development. The City's general plan update sets a 2025 population cap of 44,000 residents, while the general plan EIR projects a 2025 population of 40,000 residents.[8] Development of the proposed specific plan through 2025 would be consistent with the level of development permitted and forecast under the general plan update.

Based on the City's standard residential disposal rate of 0.41 tpy per capita, a 2025 population of 44,000 residents would generate residential solid waste disposal of 18,040 tpy, or 49.42 tpd. This is well within the permitted daily capacity of the Paso Robles Landfill, which is 450 tpd. The Paso Robles Landfill currently averages 200 tpd of solid waste intake. The level of commercial development within the City is not known, but given the available intake capacity at the Paso Robles Landfill; additional commercial development would not be expected to exceed the permitted capacity. Cumulative development would be required to comply with all federal, state, and local laws regulating solid waste disposal and diversion. Impacts would therefore be less than significant.

Mitigation Measures

No mitigation measures are required.

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8 City of Paso Robles, *General Plan*, "Land Use Element," (2003) LU-1; City of Paso Robles, *City of Paso Robles General Plan Update EIR*, (2003) 2-13.

Residual Impacts

Impacts would be less than significant (Class III).

6.20.6 GENERAL PLAN CONSISTENCY ANALYSIS

The Conservation and Safety elements of the *Paso Robles General Plan* provide goals and policies related to the provision of education services and facilities in the City.[9] **Table 6.20-2, Paso Robles Uptown/Town Centre Specific Plan General Plan Policy Consistency**, provides these goals and policies, along discussions of the consistency of the proposed specific plan with these policies. The proposed *Uptown/Town Centre Specific Plan* would be consistent with applicable goals and policies of the general plan.

Table 6.20-2
Paso Robles Uptown/Town Centre Specific Plan
General Plan Policy Consistency

Goal/Policy	Discussion	Consistent?
Conservation Element		
Goal C-1: Utilities and Infrastructure. Ensure that public utilities, facilities, and services are designed to meet existing and planned land uses, and ensure that provisions are made for continued operation maintenance, and updates as necessary.		
Policy C-1D: Solid Waste. Ensure that the City's landfill maintains sufficient capacity to serve the needs of the City through the year 2025.	The Paso Robles Landfill has a permitted daily capacity of 450 tons of solid waste, and a total available capacity of 5,327,500 cubic yards as of May 1, 2007. The proposed specific plan would comply with City requirements for solid waste service and diversion programs, and the amount of waste projected to be generated by the proposed project could be accommodated at the Paso Robles Landfill through 2025 and beyond.	Yes

9 City of Paso Robles, *General Plan*, "Conservation Element," "Safety Element," (2003).

Goal/Policy	Discussion	Consistent?
Safety Element		
Goal S-1: Minimize exposure to natural and manmade hazards.		
Policy S-1E: Hazardous Materials. The City shall comply with Government code requirements regarding the use, storage, and transportation of hazardous materials.	The City's hazardous household waste programs would be available to residents and commercial uses within the specific plan area. Education programs provided by the City and IWMA would apprise area residents and businesses of HHW disposal requirements and programs. Compliance with City codes would ensure that hazardous materials within the specific plan area are used, stored, and transported appropriately.	Yes

6.21 ENERGY

SUMMARY

The growth projected to occur under the Downtown Specific Plan / Uptown & Town Centre (Uptown/Town Centre Specific Plan) would result in the consumption of approximately 112.3 billion British thermal units (BTUs) of electricity and natural gas per year. Additional energy would be consumed for transportation during both construction and operation of the Uptown/Town Centre Specific Plan. There are a number of energy conservation measures that are available for incorporation into the design, construction, and operation of developments, and these measures would result in a considerable reduction in project energy consumption. In conclusion, projected development under the specific plan would result in the consumption of energy as a result of development similar to that which is already proposed by the City of El Paso de Robles General Plan. *However, the implementation of the specific plan would result in a less than significant (Class III) impact to energy resources.*

6.21.1 EXISTING CONDITIONS

The purpose of this section is to evaluate the potential impacts on energy. The California Environmental Quality Act (CEQA) statutes provide that environmental impact reports (EIRs) shall include a detailed statement on significant effects of a project and "[m]itigation measures proposed to minimize significant effects on the environment, including, but not limited to, measures to reduce the wasteful, inefficient, and unnecessary consumption of energy."[1] The *State CEQA Guidelines* discuss the requirements for an EIR to address potentially significant effects, and although it does not include energy specifically, it mentions the use of nonrenewable resources.[2] The *State CEQA Guidelines* require an EIR to discuss energy conservation measures, if relevant.[3] Appendix F to the guidelines addresses energy conservation goals, notes that potentially significant energy implications of a project should be considered in an EIR, and contains general examples of mitigation measures for a project's potentially significant energy impacts.[4]

Energy usage is typically quantified using the British thermal unit (BTU). As a point of reference, the approximate amount of energy contained common energy sources are as follows: gasoline, 125,000 BTUs per gallon; natural gas, 1,028 BTUs per cubic foot; electricity, 3,413 BTUs per kilowatt-hour (kWh).[5]

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1 Public Resources Code Section 21000(b)(3).

2 California Code of Regulations, Title 14, Division 6, Chapter 3, *State CEQA Guidelines*, Section 16126.2.

3 California Code of Regulations, Title 14, Division 6, Chapter 3, *State CEQA Guidelines*, Appendix F.

4 California Code of Regulations, Title 14, Division 6, Chapter 3, *State CEQA Guidelines*, Section 15126.4(a)(1)(C).

5 Pacific Northwest National Laboratory – Energy Terms/Conversions http://www.pnl.gov/conserveenergy /terms.stm

In 2007, total energy usage in California was 8,360 trillion BTUs, which equates to an average of 232 million BTUs per capita. Of California's total energy usage, the breakdown by sector is 39 percent transportation, 24 percent industrial, 18 percent residential, and 19 percent commercial. Petroleum satisfies 55 percent of California's energy demand, natural gas 32 percent, and electricity 12 percent. Coal fuel accounts for less than 1 percent of California's total energy demand.[6] Electric power and natural gas in California are generally consumed by stationary users, whereas petroleum consumption is generally accounted for by transportation-related energy use.[7]

Given the nature of the specific plan, the remainder of this discussion will focus on the three sources of energy that are most relevant to the project—namely, electricity and natural gas for residential, commercial, and industrial uses, and transportation fuels.

6.21.1.1 California Energy Use

Electricity

Californians consumed 285,574 gigawatt hours of electricity in 2008. This electricity was produced from power plants fueled by natural gas (45.7 percent), coal (18.2 percent), hydro (11 percent), nuclear (14.4 percent), and renewables such as including wind, solar, biomass, and geothermal (10.6 percent).[8]

Electricity usage in California amongst land uses varies substantially by the type of uses in a building, type of construction materials used in a building, and the efficiency of electricity-consuming devices within a building.

Electricity supply in California involves a complex grid of power plants and transmission lines located in the western United States, Canada, and Mexico. The issue is complicated by market forces that have become prominent since 1998, when a new regulatory environment commonly referred to as "deregulation" took effect in California. Supply is further complicated by the fact that the peak demand for electricity is significantly higher than the off-peak demand. For example, in August 2004, peak electric

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6 Energy Information Administration, Official Energy Statistics from the US Government, http://tonto.eia.doe.gov/state/state_energy_profiles.cfm?sid=CA.

7 US Department of Energy, Energy Information Administration Web site (Official Energy Statistics from the US Government – State Data) http://www.eia.doe.gov/emeu/states/_states.html.

8 California Energy Commission, *2009 Integrated Energy Report*, September 2009.

demand—due in large part to hot weather—reached a record high of 44,497 megawatts, which is almost double the lowest demand period.[9]

In 2000–2001, electricity demand exceeded supply on various occasions, which required utilities to institute systematic rotating outages to maintain the stability of the grid and prevent widespread blackouts. In addition, the power shortages were exacerbated by inadequate transmission capacity between Northern and Southern California. Since that time, additional generating capacity has come online and upgrades to various transmission lines are being constructed.[10]

In an effort to minimize power shortages, the California Energy Commission (CEC) and California Public Utilities Commission (CPUC) have initiated a number of programs to increase supplies and reduce demand for electricity. On the demand side, they are strongly encouraging reductions in electricity demand through energy-efficiency measures, particularly those that provide peak-demand savings.[11] For example, Senate Bill (SB) 1307 requires all electric utilities to meet their unmet resource demands first through energy efficiency and demand reduction. In addition, the governor's Green Building Initiative (Executive Order [EO] S-20-04) sets a goal of reducing energy use in state-owned buildings by 20 percent by 2015, and directs the CEC to refine Title 24 energy-efficiency standards for building to meet the same goal.[12]

In September 2006, the governor signed Assembly Bill (AB) 32, The Global Warming Solutions Act of 2006, which directs the California EPA to work with state agencies to implement a cap on greenhouse gas (GHG) emissions (primarily carbon dioxide) from stationary sources such as electric power generation facilities, and industrial, commercial, and waste disposal sectors. Since carbon dioxide emissions are directly proportional to fossil fuel consumption, the cap on emission is expected to have the incidental effect of forcing a reduction in fossil fuel consumption from these stationary sources.

On the supply side, the CEC and CPUC are actively promoting alternative energy sources such as solar, wind, and bioenergy (including "transformation," or waste-to-energy, which converts agricultural

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9 California High Speed Rail Authority and the Federal Railroad Administration, California High-Speed. Train, Final Program Environmental Impact Report/Environmental Impact Statement, August 2005. http://www.cahighspeedrail.ca.gov/eir_final/pdf/vol_1/title-toc.pdf.

10 California Energy Commission, *2005 Integrated Energy Policy Report*, November 2005, http://www.energy.ca.gov /2005_energypolicy/index.html.

11 State of California, Energy Commission and Public Utilities Commission, *Energy Action Plan II – Implementation Roadmap for Energy Policies*, September 21, 2005. http://www.energy.ca.gov/energy_action_plan/2005-09-21_EAP2_FINAL.PDF.

12 California Energy Commission Website (Green Building Initiative – State of California Executive Order S-20-0) http://www.energy.ca.gov/greenbuilding/index.html.

by-products such as animal waste to usable energy).[13] In January 2006, the CPUC approved the California Solar Initiative, under which the CEC will manage a program of financial incentives involving cash rebates for installation of solar electricity systems in new residential construction.[14]

The CEC's Energy Action Plan II, adopted in 2005, identifies a number of other initiatives for increasing supply and reducing demand. One example involves the reduction of peak energy demand for the state's water supply infrastructure, which comprises almost 20 percent of the state's electricity consumption.[15]

Natural Gas

In 2007, California used an average of over 6.9 billion cubic feet of natural gas per day.[16] The natural gas was used to produce electricity (50 percent), and used in industrial uses (18 percent), commercial uses (9 percent), and residential uses (22 percent). Approximately 14 percent of the natural gas was produced within California, with the balance imported from other western states (63 percent) and Canada (23 percent).[17]

As noted, natural gas is used to generate almost 50 percent of electricity used in California. This results in peak seasonal demands for natural gas not only during the winter months for heating but also during the peak electricity-demand period in summer when cooling needs are greatest.[18]

Natural gas usage in California for differing land uses varies substantially by the type of uses in a building, type of construction materials used in a building, and the efficiency of all gas-consuming devices within a building.

Recent technological advancements in exploration, drilling, and hydraulic fracturing have transformed shale formations from marginal natural gas producers to substantial and expanding contributors to the natural gas portfolio. Recoverable shale reserve estimates range as high as 842 trillion cubic feet, a 37-year

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13 State of California, Bioenergy Interagency Working Group, Recommendations for a Bioenergy Plan for California, April 2006 http://www.energy.ca.gov/2006publications/CEC-600-2006-004/CEC-600-2006- 004-F.PDF.

14 California Public Utilities Commission Website (About the California Solar Initiative). http://www.cpuc.ca.gov/static/energy/solar/aboutsolar.htm.

15 State of California, Energy Commission and Public Utilities Commission, Energy Action Plan II – Implementation Roadmap for Energy Policies, September 21, 2005. http://www.energy.ca.gov/energy_action_plan/2005-09 21_EAP2_FINAL.PDF.

16 California Energy Commission, Energy Consumption Data Management System http://ecdms.energy.ca.gov/elecbycounty.asp#results.

17 California Energy Commission Website (California's Natural Gas Facts and Figures). http://www.energy.ca.gov/naturalgas/natural_gas_facts.html.

18 California Energy Commission, 2005 Integrated Energy Policy Report, November 2005. http://www.energy.ca.gov/2005_energypolicy/index.html.

supply at today's consumption rates. While natural gas production from shale formations has significantly increased domestic production, there is ongoing investigation of potential environmental concerns related to shale gas development, including carbon emissions and possible groundwater contamination. As recently as two years ago, domestic natural gas production and imports to California were on the decline, and liquefied natural gas was seen as a source to better serve the natural gas needs of California. The recent development of natural gas shale formations has contributed to increased domestic production of natural gas, and liquefied natural gas does not seem to be a priority fuel for California at this time.[19]

The state's highest priority is in promoting efforts to reduce demand. To this end, the CPUC has set aggressive goals to double annual natural gas savings by 2008 and triple savings by 2013. Reductions in natural gas use in residential and non-residential buildings have been implemented since 1978 through California's Energy Efficiency Standards for Residential and Non-Residential Buildings (Title 24) and since 1977 by the Appliance Efficiency Regulations (Title 20), which are updated regularly to reflect policy mandates and advances in feasible technologies. As noted above, the governor's Green Building Initiative mandates a 20 percent overall reduction in energy consumption in buildings by 2015. Reductions in the natural gas usage are also expected through increased efficiencies in the generation of electricity, and through efforts to increase the use of alternative sources of power.[20]

Transportation Fuel

The current recession has had a significant impact on the state's transportation sector. Consumer demand for gasoline and diesel fuels continues to decline. California's average daily gasoline sales for the first four months of 2009 were 2.1 percent lower than the same period in 2008, continuing a reduction in demand observed since 2004. Daily diesel fuel sales for the first three months of 2009 were 7.7 percent lower than the same period in 2008, continuing a declining trend since 2007. Job growth and industrial production—drivers of air travel—are also declining, causing the aviation sectors to experience a drop in air traffic. Recent demand trends for jet fuel (8.9 percent decline in 2008) are similar to diesel fuel and reflect the impact of the economic downturn and higher fuel prices.[21]

In California, petroleum use accounts for approximately 42 percent of all energy consumption. Californians presently consume roughly 49.5 million gallons of gasoline and diesel each day. This is a 53 percent increase over 20 years ago.[22] The primary factors contributing to this increase are

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19 California Energy Commission, *2009 Integrated Energy Report*, September 2009.

20 Los Angeles Times, "Opening the Spigot for Liquid Natural Gas Imports," August 29, 2008.

21 California Energy Commission, *2009 Integrated Energy Report*, September 2009.

22 Energy Information Administration. *Household Vehicles Energy Use: Latest Data and Trends*. November 2005.

(1) population growth; (2) declining per-mile cost of gasoline; (3) land use patterns that have increased the distance between jobs and housing; and (4) a shift in consumer preferences to larger, less fuel-efficient motor vehicles.[23]

Approximately 53 percent of petroleum use is for motor vehicle fuel. The average fuel economy for the fleet of light-duty vehicles (autos, pickups, vans, and SUVs) steadily increased from about 12.6 miles per gallon (mpg) in the mid-1970s to 20.7 mpg today.

Although no new refineries have been constructed in California since 1969, supply has kept pace with demand though a combination of refinery upgrades/modernizations and out-of-state imports.[24]

According to the CEC,[25] the demand for gasoline and diesel for on-road vehicles is projected to increase by 36 percent over the next 20 years. Imports of foreign crude oil will increase as in-state and Alaskan supplies diminish. Since California refineries are already operating close to their full capacity, daily imports of refined gasoline and diesel are expected to double over the next 20 years. Unless out-of-state facilities expand, the gasoline and diesel markets will become increasingly volatile, with the likelihood of shortages and more prolonged periods of high prices.

Land use decisions are made on the local level, but increasingly community design decisions influence the state's transportation choices, its energy consumption and its greenhouse gas emissions. The single largest opportunity to help California meet its statewide energy and climate change goals resides with "smart growth." To reduce greenhouse gas emissions, California must begin reversing the current 2 percent annual growth rate of vehicle miles traveled.[26]

6.21.1.2 City of Paso Robles

The City depends on energy to maintain a vital economy and desirable lifestyle. It uses energy to light, heat, and cool structures; to power its office equipment, industrial machinery, public services, and home appliances; and to move people and products along its transportation corridors.

Reducing energy use in housing, commercial structures, public facilities, and transportation helps maintain a vital economy and reduces the need for new infrastructure. Use of energy-conserving features

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23 Energy Information Administration. *Household Vehicles Energy Use: Latest Data and Trends*. November 2005.

24 Western States Petroleum Association (WSPA). 2008. Accessed July 11, 2008. http://cpr.ca.gov/updates/archives/pdf/09_17_2004/Panel%20Testimony/SPARANO.TESTIMONY.pdf.

25 California Energy Commission, *2003 Integrated Energy Policy Report*.

26 California Energy Commission, *2009 Integrated Energy Report*, September 2009.

and solar resources in building design reduces demand. Transportation measures that facilitate pedestrian use and bicycling reduce dependence on petroleum.

6.21.1.3 Specific Plan Area Energy Use

Electricity and natural gas are supplied to the City, including the specific plan area, by Pacific Gas and Electric (PG&E). Electricity is provided through a set of high-voltage transmission lines running northeast-southwest located just east of the City. A system of smaller transmission lines crisscross the specific plan area providing electrical service to individual uses. Large pressurized natural gas pipelines traverse the specific plan area and provide natural gas service to individual uses.[27]

Within the specific plan area, types of land uses that use energy include residential, commercial, office, industrial, and transportation.

Residential, commercial, and office uses consume electricity for lighting, heating and cooling, electronic devices, and other appliances. Natural gas is used primarily for space heating, water heating, and cooking appliances such as stoves and ovens.

Industrial uses are generally energy-intensive uses, as electricity is utilized for a variety of machinery types as well as lighting, electronic devices, and heating and cooling. Natural gas is used for space heating, water heating, furnaces, and other types of industrial uses that require a heat source.

Transportation uses such as private motor vehicles, buses, trains, and trucks are the primary uses of gasoline and diesel fuels within the specific plan area.

6.21.2 REGULATORY PLANS AND POLICIES

Since the energy crisis of the 1970s, efforts to promote and require energy conservation and alternatives have been embodied by numerous plans, policies, programs, and regulations promulgated at the federal, state, regional, and local levels.

6.21.2.1 Federal

Energy Policy and Conservation Act

Enacted in 1975, this legislation established fuel economy standards for new light-duty vehicles sold in the United States. The law placed responsibility on the National Highway Traffic and Safety Administration (a part of the US Department of Transportation) for establishing and regularly updating

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27 URS Corporation, *City of Paso Robles Hazard Mitigation Plan*, Section 6, (2005). p. 44–45.

vehicle standards. The US Environmental Protection Agency (US EPA) administers the Corporate Average Fuel Economy (CAFE) program, which determines vehicle manufacturers' compliance with existing fuel economy standards. Since the inception of the CAFE program, the average fuel economy for new light-duty vehicles (autos, pickups, vans, and SUVs) steadily increased from 13.1 mpg for the 1975 model year to 21.0 mpg for the 2005 model year.[28]

Energy Policy Act of 2005

Passed by Congress in July 2005, the Energy Policy Act includes a comprehensive set of provisions to address energy issues. The act includes tax incentives for the following: energy conservation improvements in commercial and residential buildings; fossil fuel production and clean coal facilities; and construction and operation of nuclear power plants, among other things. Subsidies are also included for geothermal, wind energy, and other alternative energy producers. It directs the Department of Energy to study and report on alternative energy sources such as wave and tidal power, and includes funding for hydrogen research. The act also increases the amount of ethanol required to be blended with gasoline, and extends daylight saving time (to begin earlier in spring and end later in fall) to reduce lighting requirements. It also requires the federal vehicle fleet to maximize use of alternative fuels. The act further includes provisions for expediting construction of major energy transmission corridors, such as high-voltage power lines, and fossil fuel transmission pipelines. These are just a few examples of the provisions contained in the act.[29]

Energy Independence and Security Act of 2007

Signed into law in December 2007, this broad energy bill most notably included an increase in auto mileage standards, and also addressed biofuels, conservation measures, and building efficiency. The bill amended the CAFE standards to mandate significant improvements in fuel efficiency (i.e., average fleetwide fuel economy of 35 miles per gallon by 2020, versus the previous standard of 27.5 mpg for passenger cars and 22.2 mpg for light trucks).[30] Another provision includes a mandate to increase use of ethanol and other renewable fuels by 36 billion gallons by 2022, of which 21 million gallons is to include advanced biofuels, largely cellulosic ethanol, that have 50 to 60 percent lower GHG emissions. The bill also includes establishment of a new energy block grant program for use by local governments in

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28 US Environmental Protection Agency, "Light-Duty Automotive Technology and Fuel Economy Trends: 1975 through 2005," July 2005. http://www.epa.gov/otaq/cert/mpg/fetrends/420s05001.htm.

29 US Congress, Energy Policy Act of 2005 (Public Law 109-58), passed July 29, 2005. http://thomas.loc.gov/cgi-bin /query/z?c109:H.R.6.

30 *San Francisco Chronicle*, December 14, 2007, p. A3. See also http://www.whitehouse.gov/news/releases /2007/12/20071219-1.html and http://www.nhtsa.dot.gov/cars/rules/cafe/overview.htm.

implementing energy-efficiency initiatives, as well as a variety of green building incentives and programs, among other things.[31]

Energy Star Program

In 1992, the US EPA introduced Energy Star as a voluntary labeling program designed to identify and promote energy-efficient products to reduce GHG emissions. The program applies to major household appliances, lighting, computers, and building components such as windows, doors, roofs, heating and cooling systems. Under this program, appliances that meet specifications for maximum energy use established under the program are certified to display the Energy Star label. In 1996, US EPA joined with the Department of Energy to expand the program, which now also includes qualifying commercial and industrial buildings and homes.[32]

Income Tax Credits

Federal income tax credits are available to individuals for installation of qualified energy conservation features in the home such as insulation, replacement windows, and certain high-efficiency heating and cooling equipment. Additional tax credits are available for qualified solar water heating and photovoltaic systems, and also for qualified fuel cell and microturbine systems. Tax credits are also available to buyers of designated fuel-efficient vehicles such as hybrid gasoline-electric, diesel, battery-electric, alternative fuel, and fuel cell vehicles. Builders of homes and commercial buildings that incorporate energy-efficient materials, as well as manufacturers of certain products designed to meet Energy Star standards, also qualify for tax credits.[33]

6.21.2.2 State

Energy Action Plan

In 2003, the three key energy agencies in California—the CEC, the California Power Authority (CPA), and the CPUC—jointly adopted an Energy Action Plan (EAP) that listed goals for California's energy future and set forth a commitment to achieve these goals through specific actions. In 2005, the CPUC and the CEC jointly prepared the EAP II to identify the further actions necessary to meet California's future energy needs. EAP II describes the priority sequence for actions to address increasing energy needs, also known as "loading order." The loading order identifies energy efficiency and demand response as the

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31 American Planning Association, *APA Advocate*, January 7, 2008.

32 EnergyStar, "History of EnergyStar, http://www.energystar.gov/index.cfm?c=products.pr_tax_credits.

33 EnergyStar, "Federal Tax Credits for Energy Efficiency," http://www.energystar.gov/index.cfm?c=products.pr_tax_credits.

state's preferred means of meeting growing energy needs. After cost-effective efficiency and demand response, the state is to rely on renewable sources of power and distributed generation, such as combined heat and power applications. To the extent that efficiency, demand response, renewable resources, and distributed generation are unable to satisfy increasing energy and capacity needs, the EAP II supports the use of clean and efficient fossil-fired generation. The plan recognizes that concurrent improvements are required to the bulk electricity transmission grid and distribution facility infrastructure to support growing demand centers and the interconnection of new generation, both on the utility and customer side of the meter. The EAP II identifies key actions to be taken in all of these areas in order to meet the state's growing energy requirements. The plan recommendations are implemented by the governor through executive orders, by the legislature through new statutes, and by the responsible state agencies through regulations and programs. Progress on EAP II implementation is reported in successive biennial updates of the plan.[34]

Title 24 (California Energy Code)

The California Energy Code (Title 24, Part 6, of the California Code of Regulations, California's Energy Efficiency Standards for Residential and Nonresidential Buildings), provides energy conservation standards for all new and renovated commercial and residential buildings constructed in California. The provisions of the California Energy Code apply to the building envelope, space-conditioning systems, water-heating and lighting systems of buildings and appliances; they also give guidance on construction techniques to maximize energy conservation. Minimum efficiency standards are given for a variety of building elements, including appliances; water and space heating and cooling equipment; and insulation for doors, pipes, walls, and ceilings. The CEC adopted the 2005 changes to Building Efficiency Standards, which emphasized on saving energy at peak periods and seasons, and improving the quality of installation of energy-efficiency measures. It is estimated that implementation of the 2005 Title 24 standards have resulted in an increased energy savings of 8.5 percent relative to the previous Title 24 standards. Compliance with Title 24 standards is verified and enforced through the local building permit process.[35] The 2008 Title 24 Standards, which have an effective date beginning August 1, 2009, include added provisions that require, for example, "cool roofs" on commercial buildings; increased efficiency in

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34 State of California, *Energy Commission and Public Utilities Commission, Energy Action Plan II – Implementation Roadmap for Energy Policies*, September 21, 2005. http://www.energy.ca.gov/energy_action_plan/2005-09-21 _EAP2_FINAL.PDF.

35 California Energy Commission, "2005 Building Efficiency Standards,"http://www.energy.ca.gov/title24 /2005standards/index.html.

heating, ventilating, and air conditioning systems; and increased use of skylights and more efficient lighting systems.[36]

California Green Building Standards Code

On July 17, 2008, the California Building Standards Commission adopted the California Green Building Standards Code for all new construction statewide. Scheduled to take effect in 180 days, the code will be voluntary until 2010, when its provisions are expected to become mandatory. The voluntary period is intended to give builders, local governments, and communities time to adapt to the new rules. The code sets targets for energy efficiency; water consumption; dual plumbing systems for potable and recyclable water; diversion of construction waste from landfills, and use of environmentally sensitive materials in construction and design, including eco-friendly flooring, carpeting, paint, coatings, thermal insulation, and acoustical wall and ceiling panels.

Green Building Initiative

In December 2004, the governor signed EO S-20-04 (Green Building Initiative) to establish energy- and resource-efficiency in building construction. The EO sets a goal of reducing energy use in state-owned buildings by 20 percent by 2015, and directs the CEC to refine Title 24 energy-efficiency standards for building to meet the same goal.[37]

California Greenhouse Gas Bill

The California Greenhouse Gas Bill (AB 1493), signed into law in July 2002, requires the California Air Resources Board (CARB) to develop and adopt regulations that achieve maximum feasible reduction of greenhouse gases emitted by passenger vehicles and light-duty trucks.[38] In response, CARB adopted landmark regulations in 2004 limiting GHG emissions from new vehicles sold in California beginning in the 2009 model year. New vehicles complying with this regulation will consume nearly 30 percent less fuel than vehicles built before 2009. The bill includes incentives for vehicle manufacturers to take early action. Assuming these regulations are not overturned in the courts, they could result in significant reductions in the demand for transportation fuel in California.[39] In December 2007, the US District Court

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36 California Energy Commission, http://www.energy.ca.gov/title24/.

37 California Energy Commission, "Green Building Initiative – State of California Executive Order S-20-0," http://www.energy.ca.gov/greenbuilding/index.html.

38 California Assembly Bill No. 1493, Pavely, "Vehicular emissions: greenhouse gases," http://www.arb.ca.gov /cc/ab1493.pdf.

39 California Energy Commission, "2005 Integrated Energy Policy Report," November 2005, http://www.energy.ca.gov/2005_energypolicy/index.html

in Fresno upheld California's right to regulate GHG emissions.[40] However, later that same month, the US EPA refused to grant California a waiver under the federal Clean Air Act, which would have allowed it to enforce the AB 1493 regulations. The US EPA position was that the recently increased fuel economy standards under the Energy Independence and Security Act of 2007, passed early the same month, made the California law unnecessary.41

Million Solar Roofs Bill

The Million Solar Roofs Bill (SB 1), enacted in August 2006, complements the California Solar Initiative established by CPUC in January 2006 with a goal of building a million solar roofs in 10 years. The main components of the bill include increasing the amount of credit solar customers can receive for excess power generated by their solar systems, mandating solar panels as an option for new home buyers while their house is being constructed, and mandating that municipal utilities create their own rebate programs.[42]

Renewable Portfolio Standard (RPS) SB 1078 and SB 17)

Originally enacted under SB 1078 in 2002, this bill required electric utility corporations to increase procurement of power generated through eligible renewable energy resources until a target of 20 percent of total generation was reached in 2017. In 2006, SB 17 accelerated this timetable to require the 20 percent renewables target to be reached in 2010.[43]

California Global Warming Solutions Act of 2006

In September 2006, the governor signed AB 32, the Global Warming Solutions Act of 2006, which mandates that California's GHG emissions be reduced to 1990 levels by 2020. The act directs the California EPA to work with state agencies to implement a cap on GHG emissions (primarily carbon dioxide) from stationary sources of such as electric power generation facilities, and industrial, commercial, and waste-disposal sectors. Since carbon dioxide emissions are directly proportional to fossil fuel consumption, the cap on emission is expected to have the incidental effect of forcing a reduction in fossil fuel consumption from these stationary sources. Specifically, AB 32 directs the California EPA to

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40 *San Francisco Chronicle*, December 13, 2007, p. A1.

41 *San Francisco Chronicle*, December 20, 2007, p. A1.

42 "Million Solar Roof Bill (SB 1) Signed Into Law," Energy Program News, Environment California, August 21, 2006. http://www.environmentcalifornia.org/newsroom/energy/energy-programnews/million-solar-roofs-bill-sb-1-signed into-law/.

43 California Public Utilities Commission, "California Renewables Portfolio Standard (RPF)," http://www.cpuc.ca.gov/puc/energy/electric/renewableenergy/.

work with other state agencies to accomplish the following: (1) promulgate and implement GHG emissions cap for the electric power, industrial, and commercial sectors through regulations in an economically efficient manner; (2) institute a schedule of greenhouse gas reductions; (3) develop an enforcement mechanism for reducing GHG; (4) establish a program to track and report GHG emissions.[44]

6.21.2.3 Local

San Luis Obispo County Air Pollution Control District

Although the San Joaquin Valley Air Pollution Control District (SLOAPCD) is not directly involved in the regulation of energy use, a number of emission-reduction measures recommended by SLOAPCD for inclusion in development projects have the incidental effect of conserving energy resources. The 2001 Clean Air Plan (CAP) for San Luis Obispo County addresses the attainment and maintenance of state and federal ambient air quality standards. The CAP contains a variety of primary emission control techniques aimed at reducing air pollutants at their source, which include reduced vehicle use through alternate forms of transportation; and a series of proposed land use planning strategies and ongoing project review through CEQA will reduce the increased in emissions resulting from new commercial and residential development.[45]

City of Paso Robles General Plan

The City of Paso Robles regulates energy usage through the implementation of adopted policies and programs within the general plan[46] The general plan prescribes goals, policies and action items to protect the community from risks associated with safety and geologic hazards. Policy statements serve as a framework for evaluating proposed projects in regard to their potential to effect proposed development within the City. Building plans for development in the City would be reviewed for consistency with these policies. Policies listed in the general plan that are relevant to this section include the following:[47]

POLICY H-5: Residential Land Use and Energy Efficiency. Promote energy efficient residential land use planning and development and require all new dwelling units to meet State requirements for energy efficiency.

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44 Assembly Bill 32, Passed August 31, 2006. Available at http://www.arb.ca.gov/cc/docs/ab32text.pdf.

45 San Luis Obispo County Air Pollution Control District, *2001 Clean Air Plan*, December 2001.

46 Rincon Consultants, Inc., *City of Paso De Robles General Plan 2003*, "Housing Element," (Adopted December 16, 2003).

47 Rincon Consultants, Inc., "Safety Element," (2003), S-1–S-3.

6.21.3 THRESHOLDS OF SIGNIFICANCE

Appendix E of the *Rules and Regulations for the Implementation of the California Environmental Quality Act (CEQA)*[48] contains the Initial Study Environmental Checklist form. Issues presented in the checklist have been used as thresholds of significance in this section. Accordingly, a project may present a significant impact if it would

- result in the wasteful, inefficient or unnecessary consumption of energy; or
- result in a substantial increase in demand or transmission service, resulting in the need for new or expanded sources of energy supply or new or expanded energy delivery systems or infrastructure.

In addition, Appendix F of the *State CEQA Guidelines* states that the means of achieving the goal of energy conservation includes the following:

- decreasing overall per capita energy consumption;
- decreasing reliance on natural gas and oil; and
- increasing reliance on renewable energy sources.

6.21.4 PROJECT IMPACTS

6.21.4.1 Proposed Specific Plan Components

The specific plan would encourage the use of alternate forms of transportation by designing streets for both the automobile and the pedestrian and bicyclist. Streets would be of varying widths and configurations, and be designed to provide comfortable environments for pedestrians while slowing automobile traffic down. On-street parking would provide convenient parking for residents, shoppers, and guests alike, as well as a buffer between moving traffic and pedestrians. Street intersections would have minimal curb radii to further slow cars and minimize the crossing distance for pedestrians.

A transit loop is proposed to connect Downtown, the Amtrak station, Uptown, the Paso Robles Event Center, the Pioneer Park historical institutions, and the various neighborhoods within the specific plan area. Running the entire length of Spring Street, the route would enable pedestrians to easily move throughout the area without an automobile, while supporting the viability of the park-once strategy. In addition, the transit system would provide a useful connection between Downtown and the various motels along Spring Street and Riverside Avenue. The system would also allow Downtown visitors to

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48 City of Paso Robles, *Rules and Regulations for the Implementation of the California Environmental Quality Act*, July 2009.

park peripherally at locations such as the Paso Robles Event Center parking lot, helping to reduce the Downtown parking demand.

The specific plan[49] contains goals designed to promote alternate transportation and reduce vehicle trips within the specific plan area. The following goals are relevant to the energy use:

Goal 1: Envision Uptown and the Town Centre as pedestrian-friendly, mixed-use neighborhoods, districts, and corridors. This is achieved by introducing buildings of appropriate intensity, scale, use and character, introducing a variety of housing types, enhancing existing parks and introducing new ones, and creating a pedestrian-friendly street network.

Goal 3: Encourage infill development as a means of accommodating growth, while preserving significant historic resources, enhancing open space areas, reducing vehicle miles traveled and other negative environmental effects, and enhancing livability and quality of life.

Goal 4: Strive to maintain a balanced, pedestrian-oriented community, where the majority of residents can live, work, and shop. The most effective urban patterns for accomplishing a balanced distribution of commercial and residential land uses and alternative modes of transportation are traditional, pedestrian oriented neighborhoods and urban districts of which central Paso Robles was originally made. Ways of maintaining and improving this balance include:

- Preserving Paso Robles' walkable, interconnected street network in order to disperse traffic by providing a variety of vehicular and pedestrian routes to any destination;

Goal 5: Capitalize on one of the few remaining passenger rail stations between Los Angeles and San Francisco. The continued growth of the Southern California region has transformed the way we use railroads. From corridors that have recently been used primarily to carry freight and deliver raw materials to manufacturers, the region's railroads now constitute a vital component of the commuter and regional transportation network.

49 Moule & Polyzoides Architects and Urbanists, *Downtown Specific Plan-Uptown & Town Centre*, Chapter 2.

6.21.4.2 Impact Analysis

The environmental impact analysis presented in this section is based on the results of information received in response to the Notice of Preparation (NOP), and/or other review of the project by planning staff for issues that were determined to be potentially significant, or for issues identified by reviewing agencies, organizations, or individuals commenting on the NOP that made a reasonable argument that the issue was potentially significant (see **Responses to the NOP**, **Appendix 2.0**).

6.21.4.2.1 Construction and operation of the proposed project would increase the use of energy resources on the project site but would not result in its wasteful, inefficient or unnecessary consumption. (Class III – Not Significant)

Construction Related Energy Requirements

During construction, individual projects located within the specific plan area would consume energy in two general forms: (1) the fuel energy consumed by construction vehicles and equipment; and (2) bound energy in construction materials, such as asphalt, steel, concrete, pipes, and manufactured or processed materials such as lumber and glass. These are discussed below.

Fossil fuels used for construction vehicles and other energy-consuming equipment would be used during site clearing, grading, and construction. Fuel energy consumed during construction would be temporary in nature and would not represent a significant demand on energy resources.

Some incidental energy conservation would occur during construction through implementation of the noise mitigation measures identified in **Section 6.10, Noise**, of this draft EIR. For example, there would be some fuel savings resulting from the prohibition of unnecessary idling of vehicles and equipment, and from the requirement that equipment be properly maintained. In addition, the mitigation measures listed in **Section 6.2, Air Quality,** include a requirement that equipment not in use for more than 10 minutes be turned off.

Construction materials could include recycled materials and products originating from nearby sources in order to reduce costs of transportation. Also, given rising fuel prices, contractors and owners have a strong financial incentive to avoid wasteful, inefficient, and unnecessary consumption of energy during construction. There is growing recognition among developers and retailers that sustainable construction is not prohibitively expensive, and that there is a significant cost-savings potential in green building practices and materials.

Substantial reductions in energy inputs for construction materials can be achieved by selecting building materials composed of recycled materials that require substantially less energy to produce than

non-recycled materials. The incremental increase in the use of energy bound in construction materials such as asphalt, steel, concrete, pipes and manufactured or processed materials (e.g., lumber and gas) would not substantially increase demand for energy compared to overall local and regional demand for construction materials. It is reasonable to assume that production of building materials such as concrete, steel, etc., would employ all reasonable energy-conservation practices in the interest in minimizing the cost of doing business.

Operational Related Energy Use

Existing and future uses within the specific plan area would consume energy for multiple purposes including, but not limited to, building heating and cooling, refrigeration, lighting, electronics, office equipment, and commercial machinery (including kitchen appliances). Operational energy would also be consumed during vehicle usage by both residents and employed persons within the specific plan area. The following discussion of operational energy use begins with a discussion of projected electricity and natural gas use in the specific plan area, which is followed by a discussion of transportation energy use and conservation.

Stationary Source Energy Use and Conservation

Table 6.21-1, Projected Growth in the Specific Plan Area Year 2025 Electrical and Natural Gas Usage, details the project electrical and natural gas usage which would total approximately 112.3 billion BTUs per year.

The projected electrical usage within the specific plan area would total 20,210,940 kWh/yr which is equivalent to approximately 63.1 billion BTUs per year.[50] This represents approximately 0.012 percent of San Luis Obispo County's total electrical consumption in 2007 of 1.7 billion kWh.[51]

The projected natural gas usage within the specific plan area would total 47,918,083 cf/yr, which is equivalent to approximately 49.3 billion BTUs per year.[52] This represents approximately 6.21 percent of San Luis Obispo County's total natural gas consumption in 2007 of 771.6 billion cubic feet.[53]

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50 1 kWh = 3,413 BTU

51 California Energy Commission, Energy Consumption Data Management System, http://www.ecdms.energy.ca.gov/.

52 1 cubic foot = 1028 BTU

53 California Energy Commission, Energy Consumption Data Management System, http://www.ecdms.energy.ca.gov/.

In accordance with California Energy Code Title 24,[54] the new development within the specific plan area would be required to meet minimum energy-efficiency standards.[55] This includes water and space heating and cooling equipment; insulation for doors, pipes, walls and ceilings; and appliances, to name a few.

Table 6.21-1
Projected Growth in the Specific Plan Area Year 2025
Electrical and Natural Gas Usage

Land Use	Size	Generation Rate[1]	Energy Usage per Year	BTUs per Year
		Electricity		
Residential	989 du	5,626.5 kWh/du/year	5,390,187 kWh	18,396,708,231
Commercial[2]	929,345 sf	13.55 kWh/sf/year	10,358,405 kWh	35,353,236,265
Office	133,903 sf	12.95 kWh/sf/year	1,734,044 kWh	5,918,292,172
Hotel[3]	100,200 sf	9.95 kWh/sf/year	996,990 kWh	3,402,726,870
Total Electrical	-	-	**20,210,940 kWh**	**63,070,963,538**
		Natural Gas		
Residential[4]	989 du	6,665 cf/du/year	6,591,685 cf	6,776,252,180
Commercial[2]	929,345 sf	34.8 cf/sf/year	32,341,206 cf	33,246,759,768
Office	133,903 sf	24 cf/sf/year	3,213,672 cf	3,303,654,816
Hotel[3]	100,200 sf	57.6 cf/sf/year	5,771,520 cf	5,933,122,560
Total Natural Gas	-	-	**47,918,083 cf**	**49,259,789,324**
		Total Specific Plan Projected Growth BTUs		**112,330,752,862**

Note:
sf = square feet; du = dwelling unit; cf = cubic feet
[1] *South Coast Air Quality Management District (SCAQMD), CEQA Air Quality Handbook, Table A9-11-A, 1993.*
[2] *Includes retail, civic, industrial and commercial land uses. Utilizes "retail" land use from SCAQMD, CEQA Air Quality Handbook, Table A9-11-A, 1993.*
[3] *Based on 300 square feet per room.*
[4] *For a conservative estimate utilizes "single family unit" land use from SCAQMD, CEQA Air Quality Handbook, Table A9-11-A, 1993.*
Source: Impact Sciences, Inc., 2009.

54 California Code of Regulations, California Energy Code, Title 24, Part 6.
55 City of Paso Robles, Municipal Code, Title 17, Chapter 4.

In addition, with the passage of AB 32 (California Climate Act of 2006,[56] it is expected that greenhouse caps applied to electrical generating stations will force a reduction in the use of fossil fuels for power generation, and their replacement with more renewable power sources.

Transportation Energy Use and Conservation

The proposed specific plan contains many uses that would generate vehicle trips. The traffic study[57] indicates that the net new number of daily vehicle trips expected in the year 2025 is approximately 15,700. The total number of trips anticipated from all the combined land uses was reduced, due to the mixed-use nature of the land uses proposed, and due to the specific plan's objective to increase the number and percentage of walk, bike, and transit trips in the future.

The specific plan encourages the use of alternate forms of transportation by designing streets for the automobile as well as the pedestrian and bicyclist. Specifically, goals 1 through 5 of the specific plan[58] support the creation of higher density, mixed-use, pedestrian- and public–transport-friendly neighborhood that would reduce overall vehicle trips. Streets would be of varying widths and configurations, and be designed to provide comfortable environments for pedestrians while slowing automobile traffic down. On-street parking would be utilized in order to provide convenient parking for residents, shoppers, and guests alike, as well as a buffer between moving traffic and pedestrians. Street intersections would have minimal curb radii to further slow cars and minimize the crossing distance for pedestrians. This potential reduction in trips could reduce gasoline consumption and, therefore, not result in a wasteful and unnecessary consumption of energy.

Fuel consumption rates are expected to decline as older less fuel-efficient vehicles are retired, and as the new federal vehicle fuel-efficiency standards work to increase gas mileage through the vehicle fleet over time. There is also evidence of declining fuel consumption due to fewer miles traveled both in California and the nation as a whole. Another factor that would minimize wasteful and inefficient use of energy is the mix of commercial uses included in the project. For example, the presence of restaurants within the project will provide opportunities for employees and customers to stay on site for meals instead of traveling to off-site locations.

The transit, pedestrian, and bicycle facilities provided for by the specific plan would provide a reduction in overall vehicle miles traveled, particularly by residents and employees, which would reduce consumption of transportation fuel by private vehicles. In addition, the general tightness of fuel supply,

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56 California Health and Safety Code, Chapter 488, Division 25.5, Section 38500.

57 Kimley-Horn and Associates, Inc., *Paso Robles Specific Plan – Traffic Analysis for DEIR*, September 30, 2009.

58 Moule & Polyzoides Architects and Urbanists, *Downtown Specific Plan-Uptown & Town Centre*, Chapter 2.

and the resulting high fuel costs, may have the beneficial effect of facilitating greater use of non-individual vehicle use, or more prudent travel patterns for vehicle use, and accelerated development and adoption of vehicles that are more fuel efficient or that rely on alternative fuel sources.

6.21.4.3 Conclusion

In summary, the projected growth within the specific plan would result in the consumption of approximately 112.3 billion BTUs of electricity, and natural gas per year. Additional BTUs of gasoline would be consumed both during construction and operation of developments within the specific plan. Although not accounted for in the above estimates, there are a number of energy conservation measures that are available for incorporation into the design, construction, and operational of developments, and would result in a considerable reduction in project energy consumption.

In conclusion, projected development under the specific plan would result in a less than significant (Class III) impact to energy resources since it would result in the consumption of relatively small amounts of energy, compared to local consumption rates.

6.21.4.4 Mitigation Measures

No mitigation is required.

6.21.4.5 Residual Impacts

Impacts regarding energy would be less than significant (Class III).

6.21.5 CUMULATIVE IMPACTS

6.21.5.1 Development of the General Plan would increase the energy demand in the City.

The development of the specific plan as well as other communities and business in the City of Paso Robles and the surrounding region would depend upon the regional suppliers of energy in the future. The demand for energy at the horizon year of the specific plan would not by itself trigger the need for new electrical or natural gas generation facilities, as the specific plan's energy use represents 7 percent of San Luis Obispo County's total energy consumption in 2007. In addition, the transit, pedestrian, and bicycle facilities provided for by the specific plan would help reduce overall vehicle miles traveled, particularly by residents and employees, which would consequently reduce consumption of transportation fuel by private vehicles. Therefore, the specific plan would not contribute to a cumulatively considerable significant impact.

Cumulative Mitigation Measures

No mitigation is required.

Cumulative Residual Impacts

Cumulative impacts regarding energy would be less than significant.

6.21.6 GENERAL PLAN CONSISTENCY ANALYSIS

The *City of El Paso de Robles General Plan* is the primary policy planning document that provides the framework for management and utilization of the City's physical, economic, and human resources. The specific plan is designed to meet the goals established in the City's general plan by providing a framework for future development within the planning area. **Table 6.21-2, General Plan Consistency Analysis,** analyzes the specific plan's consistency with the policies from the general plan's Safety Element. As shown, the specific plan would be consistent with all the general plan policies relevant to geology and soils.

Table 6.21-2
General Plan Consistency Analysis

General Plan Policy	Analysis
POLICY H-5: Residential Land Use and Energy Efficiency. Promote energy efficient residential land use planning and development and require all new dwelling units to meet State requirements for energy efficiency.	**Consistent.** The specific plan has a number of goals and design features that are designed to create a pedestrian and public transportation friendly environment by creating higher-density and mixed-use neighborhoods as well as providing trails, and pedestrian-friendly street designs. These design features would reduce vehicle trips and fuel usage within the specific plan area. In addition, the Municipal Code adopts Title 24 energy requirements, which is the state requirement for energy efficiency. Therefore, all development within the specific plan would be required to meet these requirements.